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INTRO



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For years, Tokyo Auto Salon has probably been the main car show for me. It's the event above all others, even SEMA, that as a Japanese car fan I've always felt I've needed to attend, but as of yet, I've not been able to make the journey to Japan. I crossed SEMA off my bucket list last year and after I'd had time to process the gargantuan Las Vegas event, my focus straight away shifted to the Tokyo Auto Salon, perhaps for 2016.

For 2015 though, it was our man in Japan, Alexi Smith, who covered the event for us. We were busying ourselves with Autosport International (p44) you see. You can find Alexi's comprehensive report over on p78, but my question to you is; have the guys building cars for the Tokyo Auto Salon lost the plot?

Sure, from a UK perspective, some of what has been on display in the past at the show can only be described as 'wacky', but most of the builds have been aspirational and the show has always played host to groundbreaking cars. We're used to seeing legendary tuning houses like Top Secret, Jun and Mines roll out their offerings and we would all dream about owning or building similar vehicles. This year, though, I'm looking through the cars present, and although they're all pretty interesting, I can't really relate to many of them. There wasn't too much there that I'd like to call my own. There was a real focus on European exotics, but I guess that's because we've been starved a little of new Japanese performance vehicles. That looks set to change in the coming years so hopefully 2015 is just a blip. Either way, Tokyo Auto Salon is still an event I need to get to.

Personally, I feel that the RavSpec RX-7 below (full feature on p14) is much more up my street. Work wheels, Bride seats, Rocket Bunny aero and a beautifully reworked rotary heart, it's got everything. You'll also enjoy reading about RA Motorsport's striking GT86 on p70 this month. Built out of necessity, the renowned Subaru tuner has gone all-out with this turbocharged, wide-arch monster, with the story behind the build being as interesting as the car itself. Oh, and make sure you check out the Mighty Car Mods guys in the *Spotlight* (p26) too!

Andy Basoo, Editor



BANZAI



COVER: Steve McCann

EDITOR: Andy Basoo

FEATURES WRITER: Sam Preston

ADVERTISEMENT SALES MANAGER: Cinnamon Lacey

SUB EDITORS: Christian Shelton, Rachael Willson

SENIOR DESIGNER: Aaron Batson

DESIGNERS: Kelly Rodgers, Dave Powney, Tom Jackson

RETOUCHER: Laurence Green

PRODUCTION MANAGER: Jo Claydon-Smith

REPROGRAPHIC CONTROLLER: Marion Jenkins

CONTRIBUTORS: Jon Cass, Steve McCann,

Daniel Bevis, Daniel Patch, Andrew Biddle,

Matt Woods, JC Pepino, Adam Ivell

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Direct Input by Unity Media Plc.

Editorial, Advertising & Subscriptions Enquiries

BANZAI, Unity Media plc, Becket House,

Vestry Road, Sevenoaks, Kent, TN14 5EJ

Tel: 01732 748000 Fax: 01732 748001

Editorial Email: banzai@unity-media.com

Advertising Email: clacey@unity-media.com

Web: www.banzaimagazine.com

Distributed by Seymour, London.

Printed by William Gibbons & Sons Ltd. While every effort is made in compiling *Banzai*, the publisher cannot be held responsible for errors or omissions. *Banzai* is published monthly (12 times per year) by Unity Media Plc c/o USACAN

Media Dist. Srv. Corp at 26 Power Dam Way, Suite S

1-S3, Plattsburgh, NY 12901. One year subscription price UK

£37.80 (when paid by direct debit), EUR £60, ROW £71 (with

20% off cover price worldwide). Periodicals postage paid at

Champlain NY and at additional mailing offices.

POSTMASTER: Send address changes to Banzai, c/o

International Media Service, 3330 Pacific Ave Ste 500,

Virginia Beach VA 23451, USA

Subscribe online at: www.carmagazines.com or email:

info@carmagazines.com or call toll free: 800 428 3003

Independence: *Banzai* (est Jan 1999) is published by

Unity Media plc for all owners, drivers and enthusiasts of

performance Japanese cars. It is entirely independent of

manufacturers, dealers and associated clubs/affiliations.

We speak as we find.

Readers are advised to pay by credit card when ordering goods off the page as they are regulated under the Consumer Credit Act 1974, unlike debit or charge cards which are not.

Banzai is available for international licensing and syndication.

Email: hlawson@unity-media.com

DIGITAL EDITION FROM:



© 2015 UNITY MEDIA PLC ISSN: 1468-456X



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With Honda Civic drag cars that have each recorded ten second quarter-mile times, Amy Bradley and Dan Frost are one of the fastest couples in the UK. And now they're gunning for the nines...



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MODERN CLASSIC

New York's RavSpec knows a thing or two about fusing old-skool values with cutting-edge tech. Just check out this awe-inspiring Rocket Bunny RX-7...

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NEWS

The latest news from the world of performance Japanese cars



NEW NSX BREAKS COVER

It was the moment many Japanese sports car fans had been waiting a very long time for.

Because 25 years after the debut of the first model, Honda finally took the wraps off the all-new NSX back in January at the North American International Auto Show in Detroit. The company will begin accepting orders for this futuristic supercar in summer 2015, with deliveries expected towards the end of the year. But apart from its stunning looks which are clearly visible from these photos, what else have we learnt about the car from this launch?

For a start, it's set to be built in America, hence the Acura badging on the launch vehicle. But the really interesting stuff is found in the way the car is powered, with Honda keen to stress that the new NSX will once again redefine our expectations of what makes a supercar.

A twin-turbo V6 engine will be mated to a nine-speed DCT 'box, with one electric motor at the back assisting with "acceleration, braking and transmission shifting performance". Up front, two additional electric motors power the front wheels, supplying "instantaneous torque response and dynamic left-to-right torque distribution". Honda promises that this state-of-the-art technology is

being used to create a "human-centred supercar"; a car that puts the driver first in every aspect. Sounds exciting!

The sleek bodywork may seem almost identical to that of the concept car first seen in 2012, but the production model has been extended by three inches in length and one inch in width to accommodate the comprehensive engine technology. The original NSX claimed to be the first all-aluminium supercar, and the latest incarnation also steps up the bar when it comes to revolutionary materials used in equally an impressive manner. The internal frame is constructed from a futuristic mix of aluminium, ultra-high strength steel and other advanced materials, anchored by a carbon fibre floor.

Other exciting bits include carbon ceramic brakes, Honda's version of launch control which enables "zero delay" launch performance and a choice of four driving modes, from 'Quiet' through to 'Track'.

Rumours suggest that power will be in the region of around 550bhp, but this is yet to be confirmed. We'll bring you the latest on what promises to be a very exciting car for the Japanese car scene as and when we get it.

CONTACT: www.honda.co.uk



NEWS

BIG IN AMERICA

We have got some really exciting news for our North American readers who are having difficulties finding a hard copy of *Banzai* magazine in their local shops. From this month onwards, you should be able to pick up the magazine from a large number of the popular Hudson newsagents scattered across the country. It's all part of our plan to make the magazine much more accessible throughout the world.

We've received nothing but love from our US readers, and want to make sure that the magazine is readily available for fans of the thriving Japanese car scene over there. Remember, if you're still having trouble finding your copy, you can always order the magazine online to be delivered to your door, wherever you happen to be in the world!

CONTACT: www.banzaimagazine.com



BUSH CRAFT

You don't need us to tell you that cars such as the fourth generation Nissan Pulsar ('91-'95) are becoming an increasingly uncommon sight on British roads, especially in the fiery GTI-R spec. It's therefore great to hear about new products for such models still being released.

This time it's chassis specialist SuperPro's turn to announce a fresh line of bits for this car, including this performance Panhard rod bush kit.

A direct replacement for the OEM parts, this pack should help supply a bit more support to those all-important suspension components. It's said to work equally as effectively on both track and road, too.

Check out the SuperPro website for the full range of goodies to sharpen up your car's ride.

PRICE: From £25

CONTACT: www.superpro.eu.com



LEXUS GS SALOON GIVEN THE 'F' TREATMENT

Just in case you haven't had enough Lexus excitement over the last few months, the luxury brand has announced yet another car that will be facing the sporty 'F' treatment – this time the mid-sized four-door GS saloon.

Using the same naturally aspirated V8 engine that powers the new RC F and retaining the four-door setup sounds like a very promising combination. Lexus was keen to stress that this is the largest car so far to sport the 'F' badge, potentially showing the direction the company intends to steer towards in the future.

The engine offers a RC F-matching 470bhp and 530Nm of torque, in a track-tested reinforced shell featuring all of the cutting-edge driver assistance technology we've come to expect from the manufacturer.

Could this be the meanest super saloon available when it is released later this year?

PRICE: TBC

CONTACT: www.lexus.com



The latest news from the world of performance Japanese cars

BANZAI

STICKY SITUATION

They're instantly recognisable thanks to their straight-from-the-circuit looks. The legendary Toyo R888 semi-slick tyres take road legal performance tyres to the limit, becoming the go-to choice for many a track dayer.

But now, Toyo has announced that a replacement is on its way in the form of the fully updated R888R model, set to hit shelves later this year.

First seen at the Essen Motor Show back in November, Toyo has promised that the new design steps the performance up another notch from its predecessor, especially when it comes to warm-up times, dry grip and sustained ability over multiple laps. We can't wait to see these beauties shod on some of the most exciting track cars of 2015!

CONTACT: www.toyo.co.uk



FRESH NEW COAT

If you're really into getting the most out of your car, you may have considered heat-wrapping your exhaust system. This makes sense on many levels, including reduced engine bay and cabin temperatures, protection for nearby components and higher exhaust gas temperatures for increased velocity.

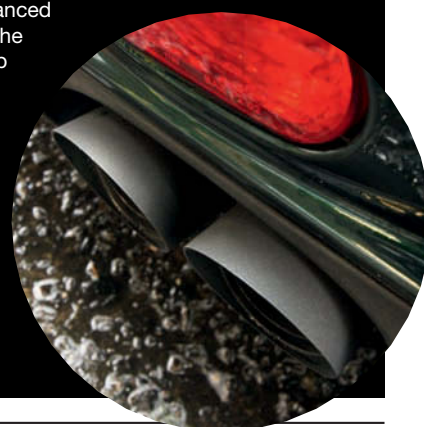
But wrapping an exhaust has always been a fiddly and temperamental modification that often doesn't last very long. That's where the guys at Performance 1 Coatings, a new company based near Oxford, come into the equation.

The company uses a new advanced ceramic coating system to offer the same benefits of an exhaust wrap but in a far more durable and attractive way. A wide range of services are available, from full exhaust system treatments through to just the tailpipes, in a range of colours. This is well worth a look if you're conscious about the longevity of your car's exhaust system.

PRICE: From £40

CONTACT:

www.performance1coatings.com



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NEWS

The latest news from the world of performance Japanese cars

LET THE MUSIC PLAY ON

Living an active lifestyle means nothing without a killer soundtrack to back you up, right? American sound specialist ECOXGEAR certainly thinks so, as it's just launched a new range of rugged waterproof speakers designed to allow even the most crazy of extreme sports enthusiasts to keep listening to their favourite tunes on the go.

These powerful little units can be fully submerged in water whilst in use, and you can also connect and even control your phone from the speaker thanks to the Bluetooth connection, meaning that your beloved devices can stay safely tucked away.

PRICE: From £79.99

CONTACT: www.gracedigital.com



STEER YOUR WAY TO EXCLUSIVITY

MOMO certainly knows what it's doing when it comes to steering wheels. The OEM brand of choice for many sporty Japanese cars, the company's styles are instantly recognisable.

And for classic car fans, they don't come much more iconic than the Prototipo wheel. To celebrate 50 years in the industry, MOMO has given this style a reworking in the form of this stunning limited-run anniversary special, a must-have to finish off any retro Japanese car build.

The anniversary edition features a glossy black horn button with the unique 'MOMO 50 Years' logo, along with subtle grey stitching.

Strictly limited to 2000 units, so grab yours while you can!

PRICE: £199.99



NEW WHEELS

LINEA CORSE DYNA

SIZES: 19" diameter in various widths

FINISH: Various

NOTES: Part of a brand-new line of several styles, fresh from the guys at RareRims

PRICE: From £200 per wheel

CONTACT: www.rarerims.co.uk



BC FORGED HB29

SIZES: 18-21"

FINISH: Matte bronze

NOTES: New line of super-light forged wheels from the guys behind BC Racing coilovers. Custom-made to order

PRICE: From £3400 per set

CONTACT: www.bcforgedwheels.co.uk



REDUCING THE PRESSURE

This must-have little gadget comes from the brains at Forge Motorsport. The one-way brake valve is designed for all boosted cars running 13mm fittings, and is said to prevent positive boost pressure from entering the brake servo, eliminating the negative effect this can have on the brake's performance and minimising the risk of brake damage.

Designed to be placed between the manifold and brake servo, the items are machined from aluminium billet, available in a natural polished finish or with an anodized black coating. This is a highly affordable part that could just save your brakes.

PRICE: £28.68

CONTACT: www.forgemotorsport.co.uk



POWER-UP YOUR GT-R

We all know just how tuneable the V6 engine in the R35 GT-R is. But it's rare to see large power hikes in such affordable packages as those from Garage Whifbitz, who has recently reduced the cost of its turbo kits to make silly power an even more achievable possibility.

With promised power between 800-1300bhp depending on the setup used, the kits include tubular manifolds, downpipes, Turbosmart wastegates, Goodridge braided lines and K&N air filters, along with turbos of your choice. The 'base' kit with Garrett GTX28 turbos comes in at just £6471, and can be fitted at either of the company's workshops (South Wales and North London).

Check out the website to see which package would best suit your GT-R.

PRICE: From £6471

CONTACT: www.garagewhifbitz.co.uk





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| FD3S Mazda RX-7 |



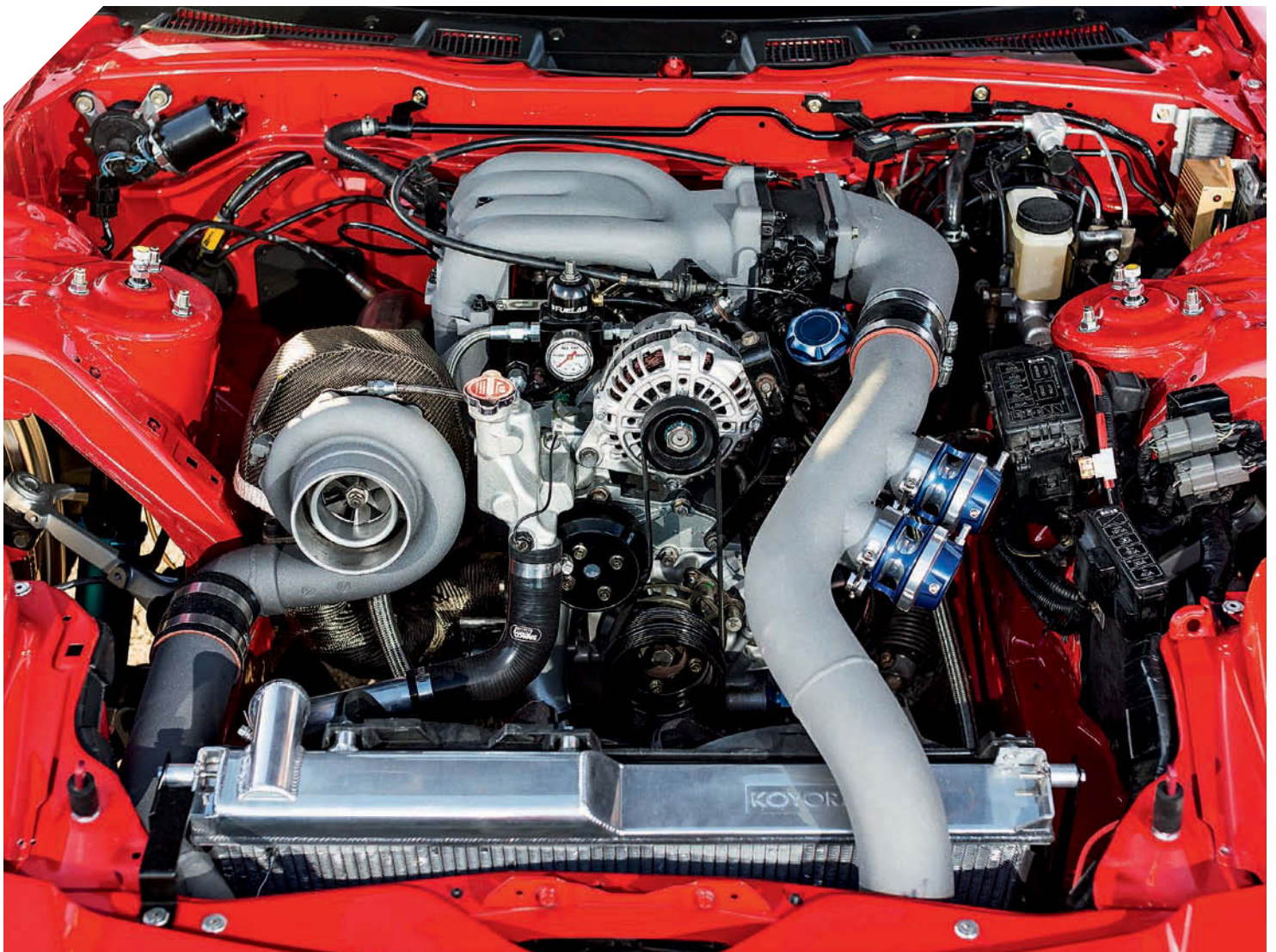
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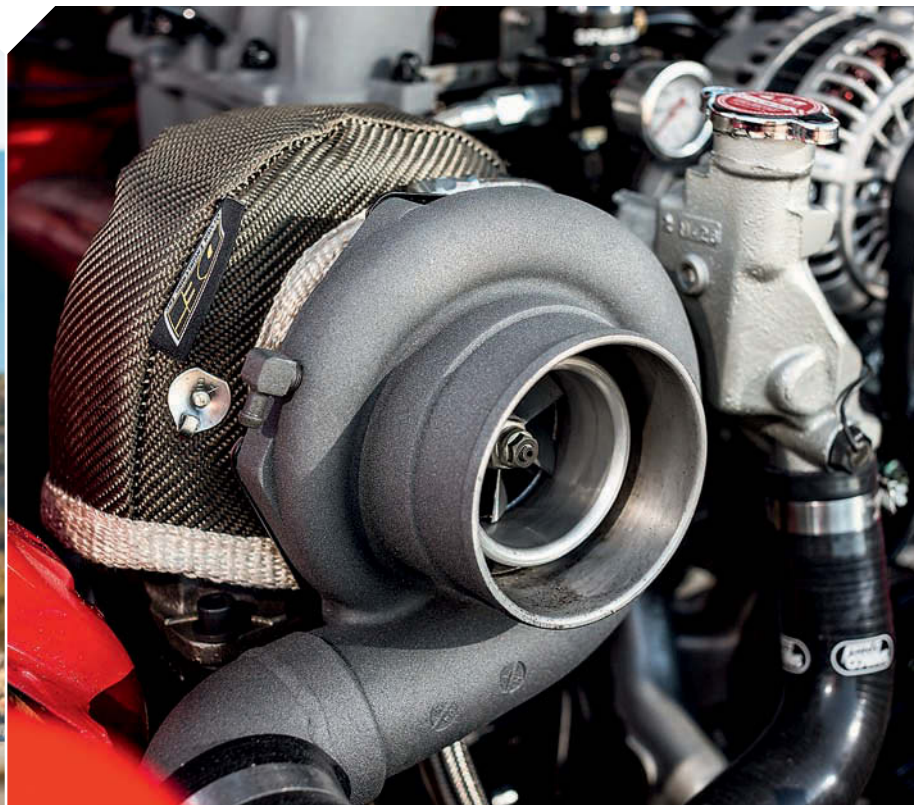
New York's RavSpec knows a thing or two about fusing old-skool values with cutting-edge tech. So much so that it caused quite a stir at SEMA with this awe-inspiring Rocket Bunny RX-7...

Words: Daniel Bevis Photos: JC Pepino



| FD3S Mazda RX-7 |





The parameters of what makes a 'classic car' are necessarily woolly and indistinct; it depends as much on when the person who's talking was born and what cars they were interested in when they were growing up as it does on the rarity or interest of the machine in question. Nevertheless, there are certain models that you just know are going to be firmly fixed in the pantheon of bona fide classics someday. And in the case of Mazda's RX-7, it's well on the way to being there already.

The first generation (SA/FB) appeared in 1978, and its combination of buzzy motorsport prowess and wacky approach to internal combustion means that it's a heavenly entity for many a classic enthusiast. The second-gen (FC) is deep into retro-aspirational territory, and the third-gen (FD) as we see here? Well, it may be quite fresh in the memory of some readers but it's important to remember that even the very newest example of an FD is 13 years old now, with the earliest Mark Threes being 24 years of age. So to hell with parameters and perceptions, let's just say that all RX-7s are proper classics, shall we?

It certainly helps that RavSpec's FD is rocking a few distinctly old-skool touches – check out the wing-mounted mirrors, for example, and the vintage red paint – although this build is enthusiastically thrusting these classic values right into the future with its fusion of up-to-the-minute styling trends and brain-scrambling horsepower. Following the stir this car caused at last year's SEMA show, we wanted to dig a little deeper and bring you the story behind this gleaming vision of old-meets-new...

"In a nutshell, we turned a completely stock Montego Blue RX-7 into a vintage red, wide-body, show car within a very short time frame," says Mark Chin, owner of New York-

based RavSpec. He's being rather modest here, too. In fact, the workshop took delivery of the JDM-spec FD3S base car for the project less than two months before they were due to display the car at SEMA, which speaks volumes for their ability to cope under stress. "Yeah, I'd definitely expand the build-time next time..." Mark concedes, although given the quality of this project, it's perhaps best not to tinker too much with the formula. Some people just work better under pressure, don't they?

Having been given the opportunity to showcase Rocket Bunny's fresh new FD curves at the world's loopyest aftermarket tuning show, Mark and his cronies wasted no time in knuckling down to some serious graft to get everything shipshape in time. After all, there are few more public ways to debut a new look, and media reactions can be a make-or-break affair. You have to get everything absolutely spot-on, as countless high-res images spreading rapidly and prolifically across social media will be quick to highlight any imperfections. No panic, then.

"Due to the limited time frame, we had to be quite strategic," Mark explains. "We spent the first three weeks collecting together all of the parts and working out how best to merge them, with the next five weeks working collaboratively to get the job done. Many people lent their resources to the build, including parts supply, labour, time and knowledge. At one point, the Speedtek NY and RavSpec crews were up for over 48 hours to get the car running prior to the transport arriving in NY for the pick-up! The last-minute oil leak was a challenge too; with less than two hours to go, we changed out the leaking oil lines, thermostats, built a custom front aluminium panel for reinforcement to the front bumper, refitted some of the body panels, and further modified the body kit to have clearance for



Below: custom turn-down exhaust releases the rotary howl from upfront



| FD3S Mazda RX-7 |



Sculpted interior is enhanced with some Bride seats and carbon fibre doorcards



“We decided to have lots of parts custom fabricated for this build, to set it apart from other FDs”

the larger 19” wheels.” With all of that frantic activity at the very end, you can imagine just how much work they squeezed into the rest of the five-week assembly process!

What we’re looking at, then, is a vision of Rocket Bunny’s interpretation of the FD RX-7, artfully reworked here and there to create a cohesive and headline-grabbing whole. The body sports Miura-san’s outrageous wings front and rear, bristling with visible bolts and pumped-up aggression, which continue the iron-fist-in-an-iron-glove brutality by merging with industrial insistence into complementary side skirts and front bumper treatment. If you want subtle, this ain’t it. The rear diffuser and spoiler hail from the same stable, waving two fingers and a clean pair of heels to anyone who may find themselves behind (which, to be fair, is most people – this thing is rather quick). But deviating somewhat from the Rocket Bunny style, we also find an RE Amemiya bonnet, its ribbed gills providing an angry set of nostrils as a symbol for the grunt that snorts beneath. Oh, and what grunt it is...

The engine is, as you might expect to find, a 13B-REW, although it’s quite far removed from factory stock. It’s running a single Garrett turbo – a really, stupendously forceful one – along with bigger injectors and a bespoke fuelling system, a huge intercooler, and custom management. That unique sound that only a rotary can create is turned up to 11, with a peak power figure of 525bhp arriving at a frenzied 8000rpm. Which is all very good fun. “We decided to have lots of parts custom fabricated for this build, to set it apart from other FDs,” Mark explains. “There’s the complete exhaust system, with a 3” stainless downpipe, 3” full aluminium cat-back with turn-down tail and 304 custom header; other custom parts include the intercooler piping, all oil and fuel lines including the mounts, the block-off plates for the stock harness, the carbon-fibre doorcards, and dual oil-cooler setup...” Quite a lot of uniqueness going on under the skin, then! Add to this the fact that pretty much every component within the chassis has been dismantled, sand-blasted, refinished,

rebushed and reinstalled, and you’re left with a very thorough approach to both go and show indeed.

Bringing this classic silhouette right up to date is, of course, the perennial elephant in the room: a show car for 2014/5 can be the most beautifully-finished thing in the world but it’s nowhere if the stance is off and the wheels are grim. So a lot of thought has gone into this area of the project, as you may well have deduced. Sitting beneath those newly engorged Rocket Bunny arches are a set of shimmering 19” Work Emotion CR2Ps – 9.5” across on the front axle, 11” out back – while the whole thing is suspended on a custom air-ride setup from AirREX. Very much scene-compliant then, but this is no box-ticking exercise – we’ll just give you a moment to gape in awe at the mile-deep dish on those rears and the way those Nittos are on more than nodding terms with the arches yet still leave plenty of room for deploying thrust. We’ll be right here...

Back with us? Okay, so let’s talk to Mark about the fundamental purpose of this RX-7,

Engine & Transmission: 13B-REW 1308cc rotary, Garrett G3582 turbo with 2x Turbosmart wastegates and two Turbosmart RacePort blow-off valves, Excessive lower intake manifold with Mazda throttle body, Injector Dynamic 1000cc injectors, two Bosch 044 Motorsport fuel pumps, APEXi Power FC management, HKS Twin-Power ignition, Turbosmart E-Boost 2 boost controller, custom SpeedTek exhaust with 3" 304 stainless downpipe, 3" aluminium cat-back and custom turn-down tip, GReddy LS Core intercooler, Koyo radiator, custom twin oil coolers, ACT six-paddle clutch

Chassis: 9.5x19" (front) and 11x19" (rear) Work Emotion CR2P wheels with 255/35 (front) and 305/30 (rear) Nitto InvoS, AirREX air-ride setup, Brembo GT front calipers, Brembo discs (front) and Power Slot discs (rear) with Brembo pads and lines

Exterior: Vintage red, Rocket Bunny front bumper, lip spoiler, front and rear wings, side skirts, rear diffuser and rear spoiler, RE Amemiya bonnet, EVO-R headlights, tail-lights and wing-mounted mirrors

Interior: Bride VIOS III Low Max and Bride Stradia II Low Max seats, Sabelt harnesses, Sabelt quick-release steering wheel hub, Stack 52mm Pro Control gauges (boost, air/fuel, oil temp, oil press)

Thanks: Jay Shieh from EVO-R, Allen Hsu from WORK Wheels USA, Navin, Harry and Anthony from Speedtek NY, Calvin and Mikey from RavSpec, William Blanco and Julio from WD Ultimate Auto Body, Harry Kong from Nitto Tires, Kris from Stack/Auto Meter USA, Bun from Bride USA, DEPO Lights, Scott from Koyo, Mike from GReddy Performance, Sam and Koji from AutoTalent, Sabelt, Brembo USA, Dizzy from AirREX, Calvin Chan from SoFreshLifeStyle



shall we? "First, it was intended to debut at SEMA before hitting the 2015 show scene across the East Coast," he says. "Our goal is to drive it to these events, with the car being a trackable vehicle as well as a show car. And secondly, EVO-R – co-owner of the project – wanted to showcase a few of its own developments, including the carbon-fibre doorcards, digital LED tail-lights, I-Meter gauge cluster, headlights, and wing-mounted mirrors. And finally, working with Work Wheels, we wanted to have these rims in particular as we reckon they're going to be a favourite among the tuner scene for 2015. Custom offsets and colours at this price point give them a great advantage over their peers." Plus they look pretty badass too, of course, although Mark's too diplomatic to say so. The car speaks for itself, doesn't it? He knows what an awesome thing RavSpec has hammered together, it's its own bright red PR machine.

And if you think the project's over now, you can park that thought in the corner – Mark and his crew are showing no signs of

stopping. "The build itself took a lot of thought as there was little-to-no info available on fitment under the wide-body. We had to go back and forth to Work Wheels USA a lot. We thought 19" wheels would be the best look for SEMA but running 305-section tyres at the rear meant a lot adjustment was needed! Now everything's together, though, we're thinking about the next steps; we plan to install a bigger turbo to get the most of the motor's potential power and we'll be carrying out a more complete tucking of the harness, too. There'll be full digital gauges and plenty more to happen in the engine bay with regards to colour and aesthetics – this will all be debuting on the East Coast in 2015." Something for us all to look out for then – keep an eye on your favourite social channels.

RavSpec's FD, then, is a fabulous fusion of old-school chic and new-wave drama, the classic styling being exponentially sharpened by the aggressive new lines; the big-turbo thrills augmented by delicious rolling stock and shock-and-awe suspension. A modern classic, in the true sense of the term 🌟



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LETTERS



Each 'letter of the month' will receive a Nippon Shine cleaning pack which includes bodywork cleaner, tyre shine and car fragrance



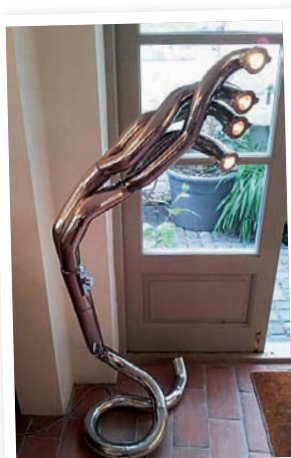
MODEL BEHAVIOUR

LETTER OF THE MONTH

For the past few months, we have been receiving emails from James Temple depicting some of the fantastic JDM scale model cars he's been building. Never failing to impress, we thought it was time to show some his finest work off to you readers after we saw his latest project – a stunning miniature recreation of a Honda NSX-R.

James is also a budding motorsport photographer and has a media pass to the Ten of the Best events as well as being an admin of the popular Jap2Jap Facebook page. For more examples of his work make sure you visit www.facebook.com/jtmotorsportimages.

Keep up the good work, James, we always enjoy hearing from you!



FABRICATION FINESSE

Hi guys, just thought I would let you know about my friend Jason Lockyer's business, Motovated Design. It produces a variety of really cool custom car-related metal parts that I'm sure your readers will be very interested in!

As you can see from the photo, he fabricates everything from lamps made out of exhaust manifolds through to metal replacement dials to add a little more class to your car's dash. The website to contact the company on with any enquiries is www.facebook.com/motovateddesign.

Dave Plank, via email



PRIDE OF PLACE

I thought you guys might like to see how I've decided to display the fact that my Impreza made it to the *Streetlife* section of your magazine back in the December 2014 issue!

Gary Fecker Jr, via Facebook

Wow, Gary, we're humbled that it means so much to you! Thanks for the support and do keep us updated with your Impreza build – it is a fantastic looking car!

STRETCHING OPINION

I thought I'd just write in with a quick message about your recent feature about the white EG Civic (January 2015 issue).

Having been in the motor trade for all of my career, I think it's actually potentially dangerous to drive a car like this on UK roads, with the tyre incorrectly fitted to the rim! In fact, I'm surprised you would feature such a car as I think it may encourage others to think this type of modification is acceptable.

I personally really love the magazine but this shocked me slightly, hence getting in touch!

Ryan Tennent, via email

Thanks for the feedback, Ryan. Mark's Civic with its stretched tyres is another car that has proved to cause some rather heated debates on forums and social media. We can appreciate your concern: this style of tuning certainly doesn't appeal to everyone, especially those who like getting the most

performance from their car. This is why we decide not to fill every issue of the magazine with such cars.

But it does represent a very important part of the Japanese car community – those wishing to enhance the looks of their low-budget cars with a creative and inventive style – a thriving market in the current car scene.

In the case of Mark, his low-cost modifications take in styling cues from the JDM tuning scene nicely, allowing him to have won several awards at car shows in the process. And along with other 'show' car owners, Mark likely has back-up parts available, such as a more sensible set of wheels and tyres, should he require to undertake more lengthy journeys in his Honda.

We hope you continue to enjoy the magazine and can appreciate that as a Japanese tuning publication, *Banzai* needs to appeal to a very broad range of enthusiasts!



CONTACT US

Do you want to comment on what you like in *Banzai*? Have you got a suggestion that you think would make each issue even better? Do you need our help with technical queries or advice, or do you just want to share something cool with the community at large?

Then please feel free to contact us using one of the following methods:

E: banzai@unity-media.com
W: www.banzaimagazine.com



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Terms & Conditions: Images are for reference only. All entries must be in by 19 March 2015. This competition is only open to UK residents, 18 years of age and older. Employees of Vibe, Unity Media and associated companies are ineligible to enter. The winner will be picked at random by us and our decision is final. We reserve the right to disqualify any entrant and/or winner with absolute discretion for any reason and without notice in accordance with the competition rules. One entry per person and there will be one winner who will be contacted by us directly. No further correspondence will be entered into once the winner has been announced.



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| Interview with *Mighty Car Mods* |

Spotlight:

MIGHTY CAR MODS

With over a million subscribers and 120 million video views, Mighty Car Mods has become the go-to YouTube channel for all Japanese car tuning fans. Formed in 2008 by Australian musician duo Blair 'MOOG' Joscelyne and Martin 'Marty' Mulholland, what was originally a light-hearted grassroots tuning series has blossomed into a worldwide entertainment phenomenon. We caught up with Marty and Moog to see how everything was going and find out what's in the pipeline for the coming months...



In one of your recent videos, you took a trip to LA to see what the Californian car scene was like. It made for fantastic viewing and we were overwhelmed with the love you guys received. Can you give us a bit of history into how your YouTube channel has got to the stage it's at today?

It's really a bit of a mystery for us to be honest. We only ever set out to just work on our own budget cars on the driveway. We are not mechanics and actually don't have any recognised automotive qualifications at all. We're just really interested in getting our hands dirty and having a go. In some ways it's a very 'Australian' attitude but we're so happy that it's been embraced and enjoyed by millions of people all over the world.

Is it true that cars were initially a secondary passion and your careers are mainly based in the music industry?

Yes exactly. We met in a recording studio many years ago. We're both professional musicians so that was our initial connection. It wasn't until we walked down into the car park of a school where we were working that we saw each other's cars and were quite shocked. "You drive a 180SX?" and "Wait, is that your Twin Turbo Legacy?" followed, and we have been friends ever since. It's funny because we can work on cars all day long but at the end of the weekend we're happy to go back to the studio or a dingy club somewhere to continue the musical side of our lives. In the real world we produce songs for bands, record albums and write music for games and TV commercials. We've done hundreds of TV commercial jingles which no doubt your readers will have heard before!

From noodle rolls to hot dog vending machines, your trips to Japan offer a valuable insight into the quirkier side of this fascinating country for all us JDM lovers. What's the Land of the Rising Sun really like?

mighty4carmods.com



Japan is without a doubt the politest and cleanest country we have ever visited and we have spent a lot of time together, and independently travelling to different parts of the world. There's this very unique and specific tone in the way that Japanese people interact that is unlike anywhere else in the world in that it feels like it's steeped in honour and tradition, and surprisingly free of ego and aggression.

There is also an attention to detail that flows through everything they do, from cleaning the streets to packaging a second-hand turbo at UpGarage. Probably one of the wildest and most unique things we've experienced in Japan has been in the middle of the night in the Hokkaido mountains with our local friends called 'The 88s' who are a grassroots drift club. We'll show it all to you in detail in an upcoming film due out early 2015.

Sounds fantastic – we'll look forward to that one! You've been lucky enough to travel to many parts of the world. How do the car scenes in each area vary? We've seen both pros and cons in most of the places you've been...

If we can step beyond the individual styles and concepts of each region, and look at car modification from a more holistic viewpoint, we can see clearly from the tens of thousands of people that we have met that everyone is doing the same thing. They are expressing it

in very different ways, of course, but ultimately everyone is trying to find a way to express themselves with their car. From the bush bashers in the Australian outback to the aero style of LA and patched drifters in Japan, there's this overwhelming sense of people just trying to do what they can with the resources they have. It's not really about money and it's not about status. It's an individual journey that we're all on and having loads of cash doesn't make the view any better.

What do you think of the UK JDM car scene in particular? Are there any areas where the British guys fall behind the rest of the world?

The UK and Aussie JDM car scenes have quite a lot in common. Stylistically, people seem to go down a similar path when it comes to look and performance modifications. There's definitely a lean towards smaller JDM cars in the UK which makes sense with some of the crazy tax bills you guys have for registering cars. We really appreciated a lot of the JDM restorations the British have undertaken too, where owners have gone to a massive effort to bring some old nugget Eighties hatchback back to life and then show it off. As for falling behind, it's probably the fact you guys have to deal with more rain than we ever will so you don't get to enjoy your cars year-round like we do!

Very true! Of the many amazing project cars you've worked on, which one has meant the most to you both? Our personal favourites have to be the 1JZ-powered Cressida sleeper and the drift-spec Daihatsu Mira!

The Cressida was a special one, it came together fairly last minute although the idea to make a grandpa-spec sleeper had been in the back of our minds for a while. Contacting Import Monster made it possible to get our hands on a Chaser that was pretty rough but had what we needed. Next step was to book flights and jump on a plane over to Japan!

The drift spec Mira was also a highlight for us – we shot that in about two or three days. It rained the entire time, and pulling the handbrake at 100km on a wet drift track with concrete walls was one of the scariest moments of our lives...

The Micra SuperTurbo was also up there as one of our favourites. It was early on that we worked on it, but it represented fixing up a crappy hatchback and making it cool. The supercharger whine and whistle of the turbo made it so much fun to drive, even if it could hardly pull a car-load of people up a hill.

Drift vs track, coilovers vs bags, we've all got preferences when it comes to modifying cars. What style do you guys tend to steer towards with your personal project cars?

Interview with *Mighty Car Mods*



Pic credit: Ross Waldron

Clean and streetable is something we both always seem to head towards. Modifying a car shouldn't ruin it to do exactly what it was meant to do and that is to drive. If driving to the car park to show off your car involves things scrubbing or sparks or body panels falling off then that's kind of defeating the purpose. It's pretty hard to have a car that does everything well, but making a car better without compromising the enjoyment on a day-to-day basis is pretty important. Wanting to get in the car and taking it out is the best way to measure how well you've done.

We really enjoyed your latest fantastic video series 'Lend us a Ride', where you borrow people's cars to navigate across Australia. As it was such a success, would you consider doing this in another part of the world?

This was a massive learning experience for us. We had a crew for the first time and we also had to make a show that was totally different to MCM because there were new

things that we were ready to try. In Australia the whole series was licensed by our national airline and is played on every domestic and international flight so it really spread our episodes out to a whole new audience. Now that we've done it and we've seen what worked and what didn't, we're pumped about doing it again and we're definitely planning on doing it in another country.

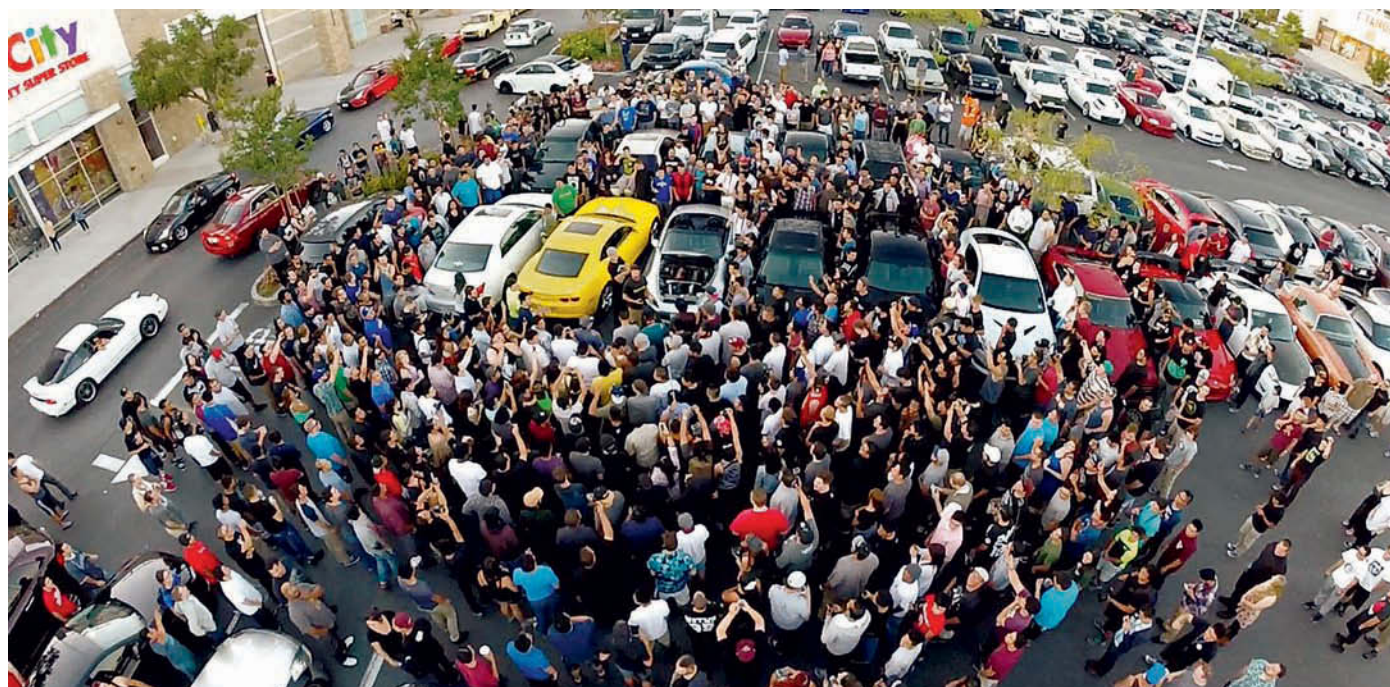
That's what we like to hear. If money were no object, what would both of your dream JDM rides be and what would you do to them?

Marty: For me, the recent 'Gramps' Legacy build was about making the ultimate daily driver. It was an 11-second car that can fit five people, tow a trailer, drive across Australia and hit the track all in comfort. We've stuck to a budget but it still ticks every box for me. Perhaps if money were no object I'd do the same kind of mods to a newer car but overall Gramps is continuing to impress me every time I get in and turn the key.

Moog: My first properly mad car was an S13 Silvia and I think that I'm going to have to get another one some day. I had a 1991 Silvia 'Q' with the NA SR20DE engine but next time I think I will have to go for the higher-spec'd 'K'-trimmed car and then just go to town on it. I know there are loads of different dream cars out there to buy but I can never go past an S13.

What upcoming Japanese car are you most excited about seeing in the flesh?

A factory turbocharged FR-S/GT86/BRZ would be something we'd love to see. A new RX-7 or something from the Supra family would be awesome too. Maybe Nissan will even jump on to an S16 Silvia! Technology is going to continue to make a massive difference to how we drive and modify cars. Expect more electric motors, more efficient engines and better fuels – but as long as you can still get in the car and drive the thing, then cars will continue to be a passion shared by people everywhere.





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INSIDE MAN

In his latest column, 6TWO1 front man, Adam Ivell, continues comparing UK and US Honda events and explains why we should be proud of own scene...



Well, 2015 is now here! I hope everyone enjoyed the holidays and celebrated the New Year. Back to reality now and for me that means helping people modify their Hondas every day. I still get a good number of people who are new to the UK Honda scene come to my shop to buy parts and have a chat. Owners love talking about the scene we're all involved in and one thing that comes up regularly in conversation is, 'why is the American Honda scene so much better than ours?'.

Having been lucky enough to have attended various Honda shows over in America, I have seen first-hand just what the scene is like across the Atlantic. And I have to say that I feel the whole idea that the US is far more advanced than ours is somewhat misleading.

There are multiple aspects to take into account. For one, America is a behemoth. Our little island could easily fit into one of its states so, naturally, the US has more people who are enthusiastic about Hondas. With bigger numbers this in turn means you will always have more tuned cars being built.

Another thing is I've roughly estimated that US Honda shows are about ten years ahead of us. The UK's staple Honda event is Mimms Honda meet. This is now in only its second year of being a proper show. In Los Angeles, the Eibach Honda meet is in its eleventh year. Honda Day on the East Coast is absolutely colossal, too. But these shows just go to prove what patience, time, good organisation and the willingness to attend can bring together.

Honda Day in New Jersey is my favourite Honda show in

the world. It is like nothing else on the planet and I make sure I go every year. I really hope Dav who is in charge of Mimms Honda Day can make our UK shows something like this.

One thing we need to take on board is we have to make the most of what we have. We cannot sit and be envious of our cousins across the Pond and just wish we had what they had. Even though it's expensive we can always go and attend the US bashes if we want. But right here in Blighty we have a thriving, growing scene that's still in its infancy. We already have something to be very proud of. I normally read negative comments from people who really haven't contributed anything to our own Honda culture but I'm glad to say we're definitely taking strides in the right direction and hopefully it won't be too long before roles are reversed and the US guys are booking their flights to come to our awesome events.

If you get the chance I'd recommend that you get down to one of the next UK Honda meets, whether it be Mimms or a local meet. If you go, remember not everyone's car is going to be there. Some people don't like to show their car and others are only halfway through their builds. Try not to just focus on who has the widest wheels or who has the most power. Instead, have a close look around the engine bays, check out the interiors and ask about track days and other events people have travelled to. It's a great chance to meet new people and try to make friends, as this is a priceless way to learn and grow. It's this kind of interaction with similarly dedicated Honda fans that will help you create something unique and special 🇬🇧



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Supra RZ V6Ti 6 Speed Manual. Absolutely concours condition throughout with original option Recaros & brand new Enkei RP-F1 18" wheels. **£16,895**
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RX-7 1999 Spec. Very low mileage, sourced to order. Contact us for top quality RX-7's. Our speciality includes 1999 front & rear conversions to earlier models. **From £8,495**
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Skyline R32 GT-R. Extensive Nismo & Mine's upgrades. HKS, Oil Cooler, ARC intercooler, RAYS wheels etc. Low mileage. Stunning paint and in amazing condition throughout. **£13,795**
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Impreza STi Version 5. Only 29,000 miles from new! Stunning original example with Work 18" wheels. Best example we've had in stock for many years. **£7,695**
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MR2 GT Turbo T-Bar - final generation model. Stunning example incl. much tuning spec. from TRD, etc. Best example we've had in stock for many years. **£9,495**
View 67 pictures on our website



RX-7 with 450 bhp. Full Track/Race spec. Stunning example with 10s of thousands of top spec. tuning. Recent ported engine with Apexi Turbo & V mount. Too much to list. **£16,495**
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| Road Test: **Honda CR-V** |

ALL CHANGE...

2015 is looking like a very exciting year for Honda. We headed to Barcelona to check out the brand's first of many new releases this year: the tech-loaded CR-V.

Words: Sam Preston Photos: Honda

You may remember that last year we brought you news of a subtle update to one of the world's most popular SUVs, the Honda CR-V, in the form of the limited-run 'Black' and 'White' editions.

Back then, we reported that the spruced-up cabin and exterior details raised the standards enough for buyers to opt for the CR-V over its European rivals in their masses. But Honda clearly thought there was more room for improvement, with the announcement of a comprehensively redesigned version set to be released later this year.

During the car's European launch back in

January, we were told by Honda UK's Head of Cars Leon Brannan that 2015 would be a very exciting year for the brand in the UK, with the vast majority of models across the range receiving some form of upgrade over the next 12 months, along with the introduction of some highly anticipated sports models (which we probably don't need to tell you about by now).

The first big change on the British-built CR-V is the introduction of an all-new boosted 158bhp 1.6-litre diesel engine option in replacement of the heavy 2.2 i-DTEC engine from previous models. This tech-packed, lightweight unit has a lot to shout

about, too – more than matching the figures from the larger motor but in a much lighter, cleaner package. A petrol option comes in the form of a familiar 2.0-litre 153bhp lump. All engines can be fitted with either a six-speed manual or brand-new nine (yes, nine!)-speed auto which promises to iron out some of the car's previous issues.

But there's nothing like taking a new car for a long drive to really work out what's hot and what's not. So that's exactly what we did! First impressions? The vastly updated interior in particular is a marvel. If there is one qualm skeptics have about Japanese cars, it's their shoddy interiors. But the new decor is





enough to leave even the biggest Europhile lost for words. The centrepiece that now instantly catches the eye is the addition of a smooth, solid brushed aluminium bar weaving its way across the curved dash. Next, your eyes will dart to the giant 7" Android-powered Honda entertainment system with a pleasingly rewarding version of Garmin's sat-nav technology guiding you to your destination. Top marks for infotainment, then!

Thankfully, things remain pretty impressive after pressing the Start/Stop button behind the ergonomic, button-heavy steering wheel. The drive is as smooth and solid as we've come to expect from Hondas of new; always

a pleasant surprise with all the right feedback and leaving you oozing with confidence. New driver aids offer an alarming amount of assistance as they battle to keep you on the right path even if you suddenly forget how to drive halfway through your journey.

But which transmission fared best with the new oil-burning drivetrain? The weak point of the auto 'box on the previous generation was the long ratios of the five-cogger not always being up to the job in certain driving situations. Surprisingly, the trick new auto seemed to have the exact opposite problem; often confused when allocating one of its vast catalogue of gears to tackle the huge

amounts of torque on offer (258lb ft), particularly under heavy acceleration at various speeds. It was when mated to the manual 'box that we really saw the true colours of this new motor shine through; the two-stage turbocharger helping it feel much more powerful than a humble 1.6.

Honda has a lot to live up to after selling a colossal 750,000 of these SUVs in Europe alone since its introduction 20 years ago. And with prices set to start from as little as £22k, we think it's nailed it with this detailed upgrade package that sets the tone for some big changes for the big H in coming months. Next stop, the new Civic Type R... 🚗



ABP

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We share the passion!

Call our Sales Team Today

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HONDA Civic Type R FN2

ABP have developed a full range of tuning parts for the FN2 Civic Type R using our own development car. Testing on the Nurburgring we offer exclusive suspension, brake and performance parts that guarantee to bring your Type R alive! Who said the EP3 was better....



EXHAUSTS

MILLTEK SPORT ABP exclusive cat-back stainless steel exhaust system	£499.00
These exclusive to ABP Milltek systems are quite simply a must have. Superb fit, beautiful quality, amazing soundtrack and good power gains.	
MILLTEK SPORT 3" round tailpipe trims	(pair) £125.00
PIPER Stainless Steel Race exhaust manifold & stainless de-cat pipe	£630.00
PIPER Stainless Steel Race exhaust manifold & 200CEL Sports Cat	£770.00
O2 simulator (removes ECU light with race manifold fitted)	£70.50
PIPER Stainless steel cat-back exhaust system	£520.00
HKS Sport Muffler cat-back exhaust system (3" tailpipes & HKS trims)	£862.00

FITTING AVAILABLE ON ALL PRODUCTS / UK & WORLDWIDE DELIVERY SERVICE

AIR FILTERS

K&N Sports air filter replacement element (lifetime warranty)	£41.00
K&N Apollo closed box air filter induction kit	£158.00
AEM Short Ram air induction kit (polished or red alloy intake pipe)	£169.00
POWERTEC Stainless steel air filter kit (including heat shield)	£149.00
PIPERCROSS Sports air filter kit (including heat shield)	£145.00
HKS Racing Suction Kit (includes alloy intake pipe)	£365.00

SUSPENSION

EIBACH ABP Exclusive -30mm lowering spring kit	£150.00
These are the very best springs you can buy for the FN2. Offering the ultimate in looks, handling, reduced roll and better ride quality there really are no downsides. Please call for fully fitted prices.	
EIBACH Pro-Kit -15mm lowering spring kit	£159.00
All the advantages of our -30mm kits but with less lowering!	
EIBACH Front adjustable camber bolts (essential on lowered cars)	£25.00
EIBACH Rear camber & toe shims (to get the very best handling)	(each) £8.50
KW Variant 1 coil-over suspension kit (fully adjustable ride height)	£879.00
KW Variant 2 coil-over suspension kit (fully adjustable height & rebound)	£1,069.00
KW Variant 3 coil-over suspension kit (fully adjustable height, bump & rebound)	£1,379.00
TEIN S-Tech lowering spring kit (Front -15mm Rear -20mm)	£228.00
TEIN Superstreet coil over kit with upper mounts (adjustable height & damping)	£1,080.00
EIBACH 15mm ProSpacer kit (improves looks, steering feel & high speed stability)	£108.00
ABP Stage 1 Fast Road suspension geometry set-up (including camber bolts)	£135.00
This set up in ABP's workshop improves the FN2 massively. Improving turn in, reducing under-steer and offering greatly improved feel & handling. A MUST HAVE MODIFICATION.	
ABP Stage 2 Fast Road suspension geometry set-up (including bolts & rear shims)	£224.00
As above but stage 2 also includes removing the rear hubs, fitting correct camber & toe shims (included in price) and setting both front and rear geometry to fast road spec.	

BRAKES

STOPTECH Fast Road Front brake pads	(set) £49.00
STOPTECH Front Sport Stop Grooved brake discs	(pair) £190.00
STOPTECH Front Sport Stop Grooved brake discs	(pair) £145.00
POWERSLOT Front 350mm Big-disc conversion kit	£355.00
Kit uses original caliper and offers superior looks & braking with excellent 350mm discs.	
Kit comes complete with 350mm discs, caliper relocation brackets and fitting kit.	
STOPTECH Touring 300mm 4-POT Brake conversion kit*	£995.00
These new budget 300mm kits use a unique directional veined 300mm grooved disc with the ST41 4-pot calliper. Kit comes complete with discs, callipers, pads, hoses and fitting kit. This kit looks great and performs even better!	
STOPTECH BBK 328mm Brake caliper conversion kit*	£1,450.00
The legendary Stoptech Big Brake Kit is simply awesome in every way. Using 2-piece 328mm discs and ST40 4-pot callipers the performance on offer from this kit is unreal. Essential for ultra fast road or serious track use. Kit comes complete with 2-piece 328mm discs, alloy bells, callipers, pads, hoses and fitting kit. Choice of Black or Red callipers	
*EIBACH 15mm Pro-Spacer Kit (required to fit Stoptech brake kits behind OE Honda wheels)	£108.00
FERODO DS2500 Front high performance brake pads	£99.50
FERODO DS2500 Rear high performance brake pads	£92.50
EBC Red Ceramic Front high performance brake pads	£87.00
EBC Red Ceramic Rear high performance brake pads	£54.00
EBC Turbo Groove drilled & grooved front brake discs	(pair) £245.00
TAROX G88 40-Groove high performance front brake discs	(pair) £217.00
GOODRIDGE Stainless steel 6-line brake hose kit (including distribution blocks)	£175.00
MOTUL RBF600 High performance brake fluid (1/2 LT)	£15.50
FOLIATEC Caliper paint kit (various colours)	£24.90

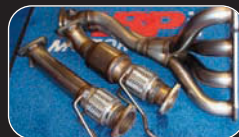
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OTHER ITEMS

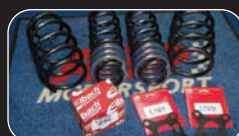
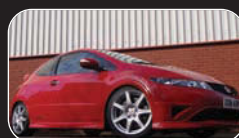
HKS IRIIDIUM spark plugs (set 4)	£82.00
PIAA Headlight bulb upgrade kits (Set of 6 bulbs - sidelight, dip & main beam)	from £95.00
YOKOHAMA 225/40X17 PARADA Spec 2 tyre	£125.00
YOKOHAMA 225/40X17 ADVAN NEOVA A008 tyre (ultimate track day tyre)	£169.00
YOKOHAMA 225/35X19 Advan Sport OE tyre	£215.00

SERVICING FOR FN2 & EP3 TYPE R

ABP offer a full range of servicing to HONDA specification which will not affect the manufacturer's warranty.	
12 month / 12,500 mile service to HONDA spec including all parts & Labour	£119.00
24 month / 25,000 mile service to HONDA spec including all parts & Labour	£198.40
36 month / 37,500 mile service to HONDA spec including all parts & Labour	£154.00
48 month / 50,000 mile service to HONDA spec including all parts & Labour	£198.40
60 month / 62,500 mile service to HONDA spec including all parts & Labour	£179.00
72 month / 75,000 mile service to HONDA spec including all parts & Labour	£385.00
All of our services include MOTUL fully synthetic oil, Honda oil & air filters & NGK spark plugs. Cars are serviced to exact HONDA specification and service books are stamped maintaining the warranty. If cars are fitted with performance air filters above prices will be reduced accordingly.	



**ALL PRICES
INCLUDE VAT**



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- Excellent product availability
- Competitive prices

Please phone if your car is not listed, as only a small range of our parts are listed

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- Workshop Fitting Service • MOT
- Servicing • Repairs & Tuning

HONDA Civic Type R EP3

ABP purchased an EP3 Type R back in 2001 with the sole aim of developing a full range of tuning parts. We offer exclusive ranges of suspension, brake and performance parts that we believe are the very best available. 10 years on the EP3 is still a great car and more affordable than ever so with a few choice mods the tuning world is your oyster...



EXHAUSTS

PIPER ABP exclusive Single-box cat-back stainless steel exhaust system	£349.00
These exclusive to ABP Piper single silencer systems are quite simply a must have. Superb fit, beautiful quality, amazing soundtrack and good power gains. System has a 6x4" oval tailpipe.	
PIPER Twin-box cat-back stainless steel exhaust system As above but with 2 silencers - same power with less sound!	£399.00
PIPER Stainless Steel Race exhaust manifold & stainless de-cat pipe	£498.00
PIPER Stainless Steel Race exhaust manifold & 200CEL Sports Cat	£678.00

****Independent rolling road tests show an incredible increase of +228HP using a PIPER manifold, de-cat and exhaust system on the EP3 Type R!****

DC SPORTS Stainless steel SCS cat-back exhaust system (4" round tip)	£430.00
DC SPORTS Stainless steel SHORTY exhaust manifold (uses original cat)	£375.00
DC SPORTS Stainless steel RACE exhaust manifold (removes catalyst)	£395.00
All DC Sports items are beautifully crafted in polished stainless steel and offer fantastic looks and power gains. The SCS system comes with a removable silencing baffle ideal for track days.	
O2 simulator (removes ECU light with race manifold fitted)	£70.50
HKS Hi Power 409 cat-back exhaust system (120mm angled tailpipe)	£471.90
Stunning JAP style exhaust system with removable silencing baffle and polished 120mm tailpipe	
SUPERSPRINT Stainless Steel straight through B-pipe	£204.00
ENERGY SUSPENSION Up-rated engine mount insert bush kit	£26.00

Essential when using any modified exhaust manifold. These also aid traction & prevent wheel hop.

FITTING AVAILABLE ON ALL PRODUCTS / UK & WORLDWIDE DELIVERY SERVICE

AIR FILTERS

K&N Sports air filter replacement element (lifetime warranty)	£49.00
K&N 57i Air filter kit	£109.00
K&N Typhoon air filter induction kit (wrinkle red finish intake pipe)	£150.00
AEM CAI Cold Air Induction kit (filter relocated behind front bumper) +158HP	£245.00
AEM V2 Air Filter Induction kit (Unique dual plenum intake pipe) +188HP	£265.00
PIPERCROSS VENOM Sports air filter kit (fully enclosed air box system)	£175.00

Intake kits make a massive difference to the EP3 Type R offering anything up to +188HP power gains.

Choosing the right combination of exhaust system and filter kit can add up to +25 BHP power improvements!

SUSPENSION

EIBACH ABP Exclusive -30mm lowering spring kit	£150.00
These are the very best springs you can buy for the EP3. Offering the ultimate in looks, handling, reduced roll and better ride quality there really are no downsides.	
EIBACH Pro-Kit -15mm lowering spring kit - All the advantages of our -30mm kits but with less lowering!	£159.00
EIBACH Front adjustable camber bolts (essential on lowered cars)	£25.00
EIBACH Rear fully adjustable camber arms (to get the very best handling)	(pair) £135.00
BILSTEIN B4 Shock absorber kit (front & rear shocks)	(set 4) £385.00
BILSTEIN B8 Sports up-rated shock absorber kit (front & rear shocks)	(set 4) £655.00
BILSTEIN are arguably the Worlds best shock absorbers, developed on the Nurburgring they offer fantastic chassis control without the extremes of coil-over set-ups. Simply the best real World suspension solution.	
TEIN S-Tech lowering spring kit -20mm	£228.00
TEIN BASIC coil over suspension kit (adjustable height only)	£708.00
TEIN Superstreet coil over kit (adjustable height & damping)	£804.00
TEIN Superstreet coil over kit with upper mounts (adjustable height & damping)	£1,080.00
EIBACH 15mm ProSpacer kit (improves looks, steering feel & high speed stability)	£108.00
JDM Rear Anti Roll Bar (including bushes)	£102.50
E-TECH front polished alloy strut brace	£87.50
E-TECH front wide-bar lightweight alloy strut brace	£170.00
ABP Fast Road suspension geometry set-up (including front camber bolts)	£155.00
This set up in ABP's workshop improves the EP3 massively. Improving turn in, reducing under-steer and offering greatly improved feel & handling. A MUST HAVE MODIFICATION.	

FITTING AVAILABLE ON ALL PRODUCTS / UK & WORLDWIDE DELIVERY SERVICE

BRAKES

STOPTECH Fast Road Front brake pads (set)	£49.00
STOPTECH Fast Road Rear brake pads (set)	£38.00
STOPTECH Front Sport Stop Grooved brake discs (pair)	£190.00
STOPTECH Rear Sport Stop Grooved brake discs (pair)	£140.00
POWERSLOT Front 350mm Big-disc conversion kit	£355.00
Kit uses original caliper and offers superior looks & braking with excellent 350mm discs. Kit comes complete with 350mm discs, caliper relocation brackets and fitting kit.	
STOPTECH Touring 300mm 4-POT Brake conversion kit*	£995.00
These new budget 300mm kits use a unique directional veined 300mm grooved disc with the ST41 4-pot calliper. Kit comes complete with discs, callipers, pads, hoses and fitting kit. This kit looks great and performs even better!	
EIBACH 15mm Pro-Spacer Kit (required to fit Touring kit behind OE Honda wheels)	£108.00
STOPTECH BBK 328mm Brake caliper conversion kit	£1,450.00
The legendary Stoptech Big Brake Kit is simply awesome in every way. Using 2-piece 328mm discs and ST40 4-pot callipers the performance on offer from this kit is unreal. Essential for ultra fast road or serious track use. Kit comes complete with 2-piece 328mm discs, alloy bells, callipers, pads, hoses and fitting kit. This kit fits behind the original Honda 17" alloy. Choice of Red or Black callipers	
FERODO DS2500 Front high performance brake pads	£99.50
FERODO DS2500 Rear high performance brake pads	£91.50
EBC Red Ceramic Front high performance brake pads	£87.00
EBC Red Ceramic Rear high performance brake pads	£58.00
EBC Turbo Groove drilled & grooved front brake discs	(pair) £245.00
TAROX G88 40-Groove high performance front brake discs	(pair) £217.00
GOODRIDGE Stainless steel 4-line brake hose kit (zinc plated unions)	£62.00
MOTUL RBF600 High performance brake fluid (1/2 LT)	£15.50
FOLIATEC Caliper paint kit (various colours)	£24.90

OTHER ITEMS

HKS IRIIDIUM spark plugs (set 4)	£82.00
NEUSPEED Short Shift gear lever kit	£95.00
EXEDY OE 3-piece Clutch kit - Fitting service available	£195.00
PIAA Headlight bulb upgrade kits (Set of 4 bulbs - sidelight, dip/main beam)	from £65.00
PIAA Silicone front wiper blade kit (pair of silicone wiper blades)	£43.00
YOKOHAMA 215/40X17 PARADA Spec 2 tyre	£92.00
YOKOHAMA 215/40X17 ADVAN NEOVA A008 tyre (ultimate track day tyre)	£156.00

ABP recommend changing the original 205/45x17 tyres to the better 215/40x17 size. Wider, slightly lower profile these tyres offer improved handling, grip, feel and they're cheaper!

SERVICING - See FN2 Listing

FULL RANGE OF PARTS AVAILABLE FOR ALL MAKES / MODELS
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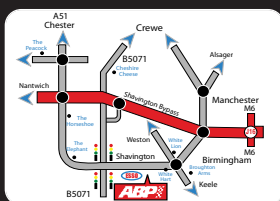
* Orders must be placed before noon and are only available on stock items (excluding Sunday). Please phone for postage prices on your order

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Orders can be placed by phone with a credit/debit card for immediate despatch. Postal orders and cash are also acceptable. At ABP full security checks are made to ensure the validity of the credit card holder. All attempted credit card frauds are reported to the police.

www.abpmotorsport.co.uk**~ ALL PRICES INCLUDE VAT ~**

We reserve the right to change prices in accordance with certain manufacturers. Rights of cancellation details supplied. Prices are correct at time of going to press. E&OE.

How to find us

ABP Motorsport
416 Newcastle Road, Shavington,
Crewe, Cheshire CW2 5EB
Fax 01270 568177
sales@abpmotorsport.co.uk

Opening Hours
Mon-Fri 8.30am - 6.00pm
Sat 9.00am - 3.00pm



ABP are an official UK importer of STOPTECH brakes and offer the full range of high performance brake pads, brake discs and the AWESOME caliper conversion kits. Used extensively in Time Attack series cars these kits are reputed to be the best available. Full range of 4 & 6 pot kits available for most Japanese cars please call for prices to make your car STOP!

STOPTECH high performance brake pads	from £38
EVO 5-9 & Impreza STi FRONT & REAR brake pad set	£118
STOPTECH High performance grooved brake discs	from £140
Mitsubishi EVO 5-9 Front grooved brake discs	£225
Mitsubishi EVO 5-9 Rear grooved brake discs	£195
Honda Civic Type R FRONT & REAR grooved brake disc kit	£330
STOPTECH Big Brake Caliper conversion kits	from £995
Honda Civic Type R EP3 & FN2 Touring kit (300mm)	£995
Honda Civic Type R EP3 & FN2 (4-pot 328mm)	£1,450
Mitsubishi EVO 7-10 (4-pot & 6-pot kits)	from £1,550
Nissan Skyline R32, 33, 34 (4-pot & 6-pot kits)	from £1,550

Full range available for Honda, Lexus, Mazda, Nissan, Subaru & Toyota



AEM offer the very best intake kits for your Japanese car. AEM lead the way in air filter technology and now use the revolutionary DRYFLOW filter units. ABP are an official AEM importer dealing directly with the manufacturer!

• Massive Range stocked • Excellent power gains • Call for prices

Cold Air Intake Kits	
Honda Integra Type R DC2	£269.00
Honda Integra Type R DC5	£255.00
Subaru Impreza Inc. STi (2001 on)	£262.00
Subaru Impreza Inc. STi (2008 on) +308HP	£255.00
Mazda MX5 (2006 on)	£275.00
Mitsubishi EVO 10 +168HP	£275.00
Short Ram Intake Kits	
Mitsubishi EVO 7, 8, 9 (inc. heat shield)	£235.00
Nissan 350Z (inc. heat shield)	£315.00
Subaru Impreza Inc. STi (2001 on)	£169.00
V2 Dual Plenum Air Intake Kits	
Honda S2000	£275.00
Honda Civic Type R EP3 & DC5 Integra	£265.00



ABP are official importers UK importers of DC Sports products direct from the USA. Products include ceramic coated & stainless steel exhaust manifolds and stainless steel exhaust systems.

DC Sports Exhaust Manifolds	
Honda Civic Type R EP3 Stainless Steel Race manifold - (These fully polished manifolds also remove the catalyst)	£395.00
Nissan 350Z Ceramic Coated tubular sports manifolds (pair)	£475.00
Mitsubishi EVO 5-9 Large Bore Stainless Steel Race Manifold	£399.00
DC Sports SCS Stainless Steel Exhaust Systems	
Honda Integra Type R DC2	£399.00
Honda Integra Type R DC5	£430.00
Honda Civic Type R EP3 (inc. removable baffle)	£430.00
Mitsubishi EVO 7, 8 & 9	£449.00
Nissan 350Z (Sounds like a 911 Race car!)	£699.00
Subaru Impreza (2002 on) inc. STi & WRX	£425.00

FITTING AVAILABLE ON ALL PRODUCTS / UK & WORLDWIDE DELIVERY SERVICE



EIBACH produce the World's finest springs with quality second to none. Not only do they improve the looks of the car but they also offer better handling with improved ride quality. ABP offer the full range of EIBACH suspension products available including lowering spring kits, suspension kits, alignment products and wheel spacer kits. **PLEASE CALL**



ABP can supply and fit the full range of HKS tuning products from Japan. HKS offer some of the finest quality tuning parts available in the World. Products available include sports air filter kits, sequential dump valve kits, titanium spark plugs, exhaust systems, intercoolers, boost controllers, suspension, cams, electronics and more. **PLEASE CALL**



ABP stock the full range of PIAA products including bulbs, silicon wiper blades, lamps and vision products. PIAA produce a massive range of lighting products to suit all applications and they are used extensively in motorsport throughout the World. Don't confuse PIAA bulbs with the cheaper brands out there as PIAA are THE BEST.

• LED Sidelight bulbs from £24.50 • Headlight bulbs from £35.00 • Silicon wipers from £21.50



We offer the full range of TEIN suspension to suit all needs & budgets. TEIN offer kits to suit road, track day, drift or competition use. Choose from a lowering spring kit to a fully adjustable coil over kit with adjustable alloy top mounts. Kits available for Honda, Lexus, Mazda, Mitsubishi, Nissan, Subaru & Toyota.

• Lowering Springs from £155 • Coil-Over Kits from £660



Tarox G88 40-Groove brake discs offer awesome braking performance under the most extreme conditions. Unique heat treatment process makes these one of the strongest discs available. Full range of updated brake discs, brake pads and big caliper conversion kits available for most Japanese cars. **PLEASE CALL**

Fast Road brake pads from £49.00
G88 40 Groove brake discs from £159.00
TAROX big brake caliper kits from £1,250

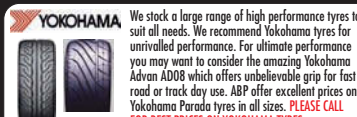


Bilstein produce a massive range of shock absorbers and suspension kits for Japanese cars including B4 replacement dampers, B6 & B8 sports shock absorbers and fully adjustable coil over suspension kits. All Bilstein development work is carried out on the legendary Nurburgring.



K&N were the original sports air filter manufacturer and offer the largest choice for Japanese cars. They make sports air filters for every car including the majority of F1 and WRC teams.

• Replacement elements from £29.00
• S71 induction kits from £64.00
• Typhoon induction kits from £135.00



We stock a large range of high performance tyres to suit all needs. We recommend Yokohama tyres for unrivalled performance. For ultimate performance you may want to consider the amazing Yokohama Advan ADB8 which offers unbelievable grip for fast road or track day use. ABP offer excellent prices on Yokohama Parada tyres in all sizes. **PLEASE CALL FOR BEST PRICES ON YOKOHAMA TYRES**



EBC offer a massive choice of braking products to suit all cars and all drivers' requirements. Fast road, Track day or race use.

Full range of EBC braking products stocked including:
GREENSTUFF brake pads for road use from £28.00 set
REDSTUFF Ceramic brake pads for fast road use from £46.00 set
YELLOWSTUFF brake pads ideal for track-day use from £65.00 set
TURBOGROOVE grooved & drilled brake discs from £140.00 pair

PLEASE CALL



ABP offer the full range of FERODO high performance brake pads. The DS2500 range is ideally suited to extreme road use and is an ideal track day pad. Massive range available to suit all popular Japanese high performance cars. Other components are available for more extreme track use or full race applications.

• Honda Civic Type R EP3 & FN2 Front DS2500 Brake pads £99.50
• Honda Civic Type R EP3 & FN2 Rear DS2500 Brake pads £91.50

WORKSHOP FITTING SERVICE

Our fully equipped modern workshop allows us to carry out a full range of servicing, maintenance & performance modifications in-house. Staffed by fully qualified enthusiastic technicians trained to the highest standards we are able to skilfully fit, set-up, tune and optimise any modifications to get the best out of your car - This is our passion! From regular manufacturer spec servicing, MOT testing, performance tuning & chassis development to full on track day preparation we can offer the complete service.



ABP's workshop carries Cheshire County Council Trading Standards approval assuring you of the highest quality and 1st class customer service. ABP achieved Trading Standards first perfect 100% mystery shop result in August 2010.

ABP were awarded CAT magazines coveted title of National Garage of the Year in both 2010 and 2011. An award we all take very seriously and testament to our very high standards.

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Honda Civic Type R FN2 ABP Stage 1 Fast Road suspension geometry set-up (Including camber bolts)	£135.00
This set up includes supplying & fitting adjustable front camber bolts, reset the front Wheel Alignment & Camber angles to ABP Fast Road spec. These improve the FN2 massively. Improving turn in, reducing under-steer and offering greatly improved feel & handling.	
Honda Civic Type R FN2 ABP Stage 2 Fast Road suspension geometry set-up (Including bolts & rear shim kit)	£224.00
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RX30 Toyota Cressida



CHANGING IT

How does an ex-German car lover end up with a retro Toyota Cressida complete with a modern Lexus heart? Shaun Farmer's open-minded outlook on the different car scenes has resulted in yet another shock show-winner sitting in his garage.

Words and Photos: Jon Cass

We've known Shaun Farmer for some years now and it would be fair to say he's quite addicted to modifying cars. Nothing unusual there you might say, but Shaun is one of a rare breed who isn't bothered about remaining faithful to a particular brand of car. If he likes the look of it and reckons it has potential it's worth a punt. He's not fussed where it was built or what badge is on the bonnet, after all if there's an aspect of the car he isn't keen on, it can be changed anyway.

He began modifying with his first car, a Mk3 Escort, back in 1987 and he's been busy building bikes and cars ever since. Four years ago Shaun attended a local classic and modified car show and stole the, erm, show with his BMW 530D fitted with M5 body mods and massive 21" Cargraphic rims imported from Miami. While everyone was used to seeing mint RS-badged Escorts, concours Morris Minors and pristine Cadillacs, here was Shaun with his relatively youthful Beemer surrounded by crowds all day long. It was a car that broke the mould of what was possible, in these circles at least. The following year, Shaun turned his attention to the ever popular retro VAG scene, but not with a Beetle or an old Golf like everyone else, he chose the rare and often overlooked B2 Passat estate as a base this time. The engine and interior remained standard yet the stance and detail on the German estate was truly breathtaking. The engine bay was spotless, the banded steels and additional chrome detailing throughout looked great and it was totally flawless. It was, indeed, one of the best Passat estates to be modified on our shores and an inspiration for others to come. Knowing the B2 would be up for sale by 2013, we wondered what Shaun may come up with next. "I fancy doing a Toyota Cressida this time, something totally different," he smiled. After the 530D and Passat, we knew this was going to be something pretty special, but we really weren't expecting this!

Turn the clock forward to the huge Fuelled Society show 2014 where anything automotive is welcome (except perhaps



| RX30 Toyota Cressida |



Chrysler PT Cruisers) and a quick wander around the showground on the eve before the main day revealed Shaun's Cressida, looking resplendent at dusk. Shaun was obviously pretty chuffed he'd completed this project just in time but being the down-to-earth modest guy he is, he really wasn't expecting the non-stop attention it received the following day. Luckily the sun shone that Sunday and once again he stole the show. Just hearing the unsilenced six-pot start up and growl at idle was pure petrolhead heaven in itself. Here was Shaun's personal take on how a '78 Cressida should look and sound and we reckon he couldn't have done a better job of it.

The Cressida project began in an unusual way as Shaun was sat chilling with his mates on a beach in Magaluf. "I was just checking eBay on my phone, as you do, when I spotted this 1977 RX30 Cressida in the

classifieds," Shaun remembered. "I've always loved the shape and contours of this particular model and there's not many about now. They rarely come up for sale either so I knew as soon as I got home I'd be straight on it." Still wearing its original bright yellow paintwork, the Cressida was fairly tidy for a '70s Japanese saloon that had spent its life in the UK and Shaun managed to drive it home 200 miles without incident.

"From the outset, I always planned to modify it, maybe not quite this much, but I knew I would be making some major changes," Shaun laughed. The car was stripped back to a bare shell almost immediately in anticipation of the welding that would be required. "This had to be done properly, so it ended up being a full ground up restoration," Shaun explains. The yellow paint has been ditched in favour of Ferrari Tungsten silver no less, with black and silver painted

stripes. The 240Z fender flares suit the Cressida's flanks perfectly and give a clue to the look Shaun was aiming for. The Toyota's original chromework wasn't the best but luckily a local banger driver just happened to be stripping and racing a similar model and didn't need the immaculate chrome he'd removed. "I couldn't believe my luck," Shaun recalled. "I got everything I needed in one trip and for a great price, too." The banger driver was more than happy to help and ended up having a memorable night in his own terminally rotten Cressida, so there were smiles all round.

Those body coloured flared arches were undoubtedly a smart move but the stance and wheel choice had to be just right to pull off the look Shaun had planned. Trick Cressida suspension is quite thin on the ground so this has been made from an entirely custom setup. At the front a Techno Toy Tuning weld-on



coilover conversion with adjustable camber plates and 300lb springs and KYB MR2 short stroke inserts have been used, while at the rear Shaun's used a welded-on MX-5 coilover setup, modified to fit. "It's all been polybushed and I custom-made the Panhard rods, tie bars and link rods, too," Shaun explained. The 14" OEM steel rims have been banded to 8.5" wide at the front and an extra inch at the rear. Add slightly lower profile tyres at the front and stance is aggressive from any angle. Plus those arches are filled perfectly.

When it came to which choice of engine to use, the Cressida's generous bay opened a multitude of options, though Shaun always had one particular unit in mind. "I've owned quite a few Lexus IS200s and love how they drive," he told us. "They have that perfect blend of power and refinement." They've also become quite a bargain recently, too, and Shaun was able to purchase a complete and

Engine: 1998cc Lexus 1G-FE in-line six-cylinder engine, Link 4 Standalone ECU remapped to 177bhp, custom-built stainless side exit 6-2-1 exhaust with cat removed, custom-built throttle bodies, universal induction kit, HKS air filter, polished stainless bolts and washers, Aeroquip hoses for fuel and oil, custom radiator and fan, modified Land Rover engine mounts, Walbro fuel pump, fuel regulator, battery relocated to boot, Setrab oil cooler, six-speed IS200 gearbox with modified propshaft

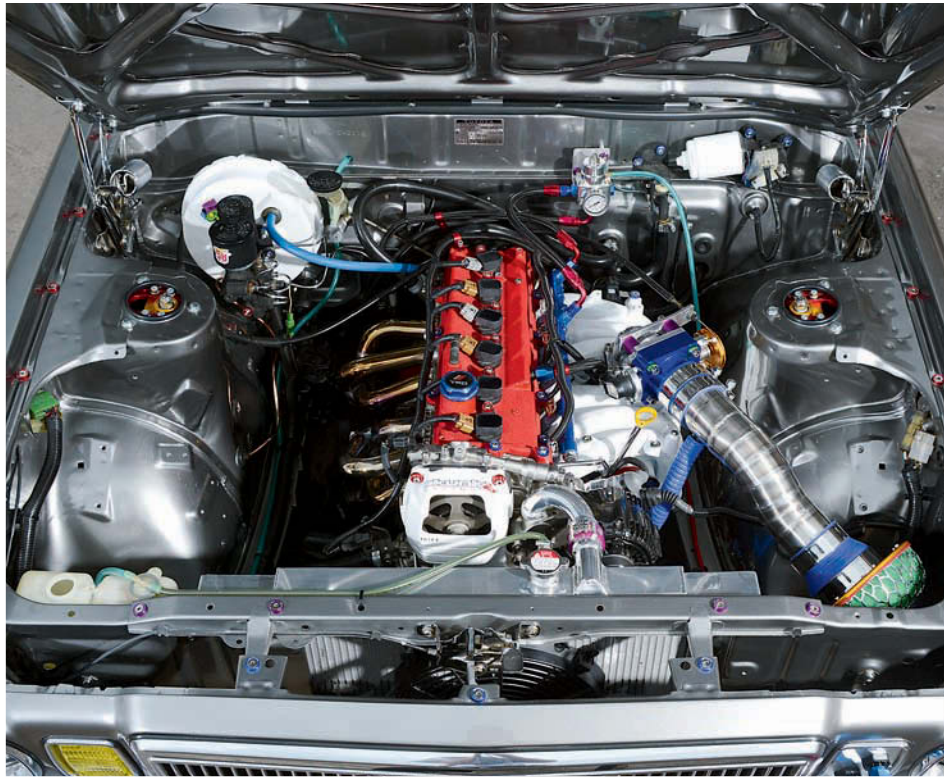
Chassis: OEM steel wheels banded to 8.5x14" and 9.5x14" with 185/55 and 185/60 tyres on the front and rear respectively, custom-built front Techno Toy Tuning weld-on coilover conversion with adjustable camber plates, Eibach 300lb springs and KYB MR2 short stroke inserts, custom-made rear coilovers using Mazda MX-5 conversion kit modified to fit, custom-built link arms and Panhard rods, fully polybushed throughout

Exterior: Fully restored bodywork resprayed in Ferrari Tungsten grey with black and silver stripes painted on, Datsun 240Z colour-coded fender flares

Interior: Standard Cressida trim with black carpets

Thanks: Martin at MP Auto Refinishing (01924 262377), Fisher and Damo for the engine swap, Oscar at Wrap 360 (07725 853992) for awesome paintwork, Brother Steve for always helping, Chris Parnham at Crisp Tuning (01924 695916) for fantastic fabrication work, electrical wizardry and generally for being a good guy for all he's done to get the car running and keep it running

RX30 Toyota Cressida





usable early model for peanuts. "It almost seemed a shame to rob the engine and gearbox from it," he laughed. Land Rover engine mounts were sourced and modified to fit the 2.0 six-pot in place and it now runs a Link 4 standalone ECU with custom built throttle bodies and induction kit.

All bolts and washers have been polished throughout and Aeroquip hoses used for fuel and oil circulation. The custom Racing radiator and fan are more than up to the task of keeping the IS200 lump cool and the Walbro fuel pump is another neat and effective addition. Shaun has also fitted a Setrab oil cooler and relocated the battery to the boot.

"Every part has been stripped and painted or polished," Shaun said, and peering into the spotless bay there was no way we were going to question him! And the best is yet to come. Shaun's mate Chris from Crisp Tuning fabricated his own unrestricted 6-2-1 stainless side exit exhaust which sounds the absolute nuts. Lexus must have spent many millions developing its range of cars to emit almost zero noise over the years, yet Chris and

Shaun have managed to produce one of the best sounding IS200 lumps we've ever heard. Okay, maybe your average Lexus customer wouldn't be so keen on a 100db straight-six growl as they pounded the motorways but on that rare occasion you greet a tunnel, you can be guaranteed a goose pimple sensation should you blip the throttle in Shaun's Cressida at least! The IS200 six-pot has been treated to a full remap and now produces 177bhp, plenty enough for a lively blast in a '70s RWD saloon. Transmission is smooth, too, thanks to the IS200's six-speed 'box and a custom-built propshaft had to be fabricated to cope with the Cressida's dimensions.

Shaun has left the interior largely original, other than the carpets which have been dyed black, so it really is a case of stepping right back to the Seventies once you're inside. If you're not keen on the colour brown, this wouldn't be the ideal car for you but you can't help but smile as you scan the dash with its period dials, heater controls, stereo and large rimmed steering wheel. There's a Kenwood head unit hidden away with six-disc multi-changer, too, should Shaun get fed up with

the straight-six howl – so we can't see that having much use. There's talk of a stripped-out interior complete with roll-cage for a full saloon racer look but, for now, this Cressida has the perfect combination of looks, refinement and sound, of course!

On a personal note, this has to be one of my favourite cars I have had the pleasure to shoot and although Shaun is happy to admit he built this to his own personal taste, it's obvious from people's overwhelming positive comments, so many of us must share his idea of what their perfect car should look like. "The reaction has been unreal since its been back on the road," Shaun smiled. "Everyone seems to love it."

Not only has this been Shaun's favourite project of them all, it's also been the hardest, though he admits he'd happily do it all again if he had to. Though this Cressida will definitely not be for sale any time soon, there's already talk of another project in the pipeline. What it will be we have no idea as Shaun is so unpredictable, but if the standard is anything like this, we can't wait to see what he comes up with next! 🚀

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AN INTERNATIONAL AFFAIR

Autosport International once again confirms that the automotive industry never sleeps after another popular show back in January.

Words & Photos: Sam Preston

We've said it a million times before, but 2015 really is looking like a very productive year for Japanese car manufacturers. With the recession hopefully now consigned to the history books for good, we've all of a sudden been hearing endless rumours of exciting new models anticipated for both the road and the track in the not-so-distant future. And whether it's sports cars or full-blown motorsport weapons that float your boat, you can do a lot worse than head to the Autosport International show held at Birmingham's NEC each January for your first glimpse of what are sure to become some of the most talked-about cars of the next 12 months.



Some owners think their cars have serious aero modifications but Gareth Lloyd's Evo really takes the biscuit. Watch out for more of this animal throughout this year's Tima Attack series

Instantly drawing us in upon arrival was the sight of Gareth Lloyd's highly successful Evo VI Time Attack car on the race series' stand. Event organiser Andy Barnes was keen to tell us about the latest addition to the calendar this year: Historic & Classic Time Attack. You can read more about this highly anticipated series on page 112, but in short, think Time Attack but with older cars. It would be great to see as much classic Japanese metal taking part as possible, so we'll certainly be keeping an eye on this one.



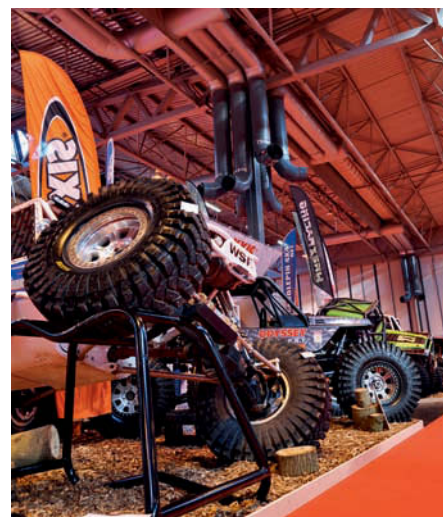


From sprinting to all-out sliding, the British Drift Championship's stand housed some fresh metal for us to gawp at. Nestled behind new projects such as an LS-powered BMW was Huxley Motorsport's retro RA28 Celica with an all-new livery. You may remember this beast in its previous khaki-coloured guise. Well now it's back with a fresh white paint job and clad with a raft of new sponsors ready for the new season. Another gem present on this stand was Wayne Keeber's ridiculous 450bhp Toyota Soarer which has seen its fair share of decent finishes in recent years.

What do you think of Huxley Motorsport's latest livery for its old-skool Celica? Expect to see a whole lot more of this car during 2015...

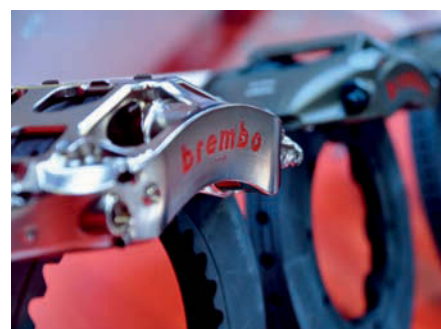


It was stands like this wall of Image split-rims that meant a firm control on your wallet was necessary throughout the weekend



| AUTOSPORT INTERNATIONAL 2015 |

Talking of winners, Matt Neal's BTCC Civic Tourer (below) still drew in one of the biggest crowds of the show on the Team Dynamics display even though it's now been in the spotlight for over a year. The wheel company did send a cryptic Tweet during the show, however, hinting that this may be one of the last chances to see this legendary car in the flesh, suggesting that something new is on the cards for this year. Will it still be a Honda? We'll have to wait and see...



Without a doubt, the biggest highlight in the motorsport halls for us was the eagerly anticipated unveiling of Japspeed's 370Z drifter. You may have been keeping tabs on this unbelievable build in previous issues of *Banzai*, as almost every single aspect has been upgraded to form Shane Lynch's latest drift toy. A distinct step away from cars such as S15 Silvias and Subaru Imprezas which Japspeed has become famous for, this flagship car will be powered by a Nissan VH45 V8 engine and Quaife sequential gearbox. You can read much more on this weapon very soon...





One of the most expensive line-ups at the show was a selection of last year's Formula One cars, where fans were also given the chance to bombard some of the sport's top pundits with questions about the upcoming season. Unsurprisingly, the hottest topic revolved around the reintroduction of the McLaren/Honda team, with famous faces such as David Coulthard and commentator David Croft understandably keeping fairly tight-lipped about what to expect from this legendary combination. Keep an eye on the Motorsport section of *Banzai* for the most up-to-date information on F1 as we receive it.



Toyo's R888R tyre is sure to be very popular. See page 11 for more information



What a combo: 1970s Williams Formula One car sits alongside Kristensen's stunning ex-BTCC Accord

| AUTOSPORT INTERNATIONAL 2015 |



It wasn't just cars that were raising pulses, though, with countless amounts of new parts and revolutionary engineering processes being shown off around the show. Turbo specialist BTN Performance told us about its latest bestseller – a universal external fuel pump from AEM that promises to out-perform its Bosch rival at a more affordable price. We're



sure to see this clever part on many upcoming builds. From the affordable to the money-no-object, we caught up with Australian gearbox specialist Albin who was keen to show us its sequential 'box for the R32 Skyline GT-R. A sight for sore eyes, and possibly the best you can buy for a big-power project, this one was certainly high up our wish list!



Carbon fibre galore: Knight Racer's stand once again didn't disappoint



Are these the wheels to own in 2015? Enhei wheels proved to be very popular on the CyberSpeeds stand



Needless to say, it's easy to get carried away at Autosport International. If you happen to be halfway through a road or race car project, the shiny goodies under the spotlights can prove to be a very dangerous distraction indeed. But if, like us, you were more of a window shopper, there just to soak up the electric atmosphere of the vast show, you wouldn't have been disappointed. One thing that Autosport always confirms to us is just how much influence the Japanese engineering industry still has on international motorsport. We're really looking forward to seeing how the year unfolds... 🌟



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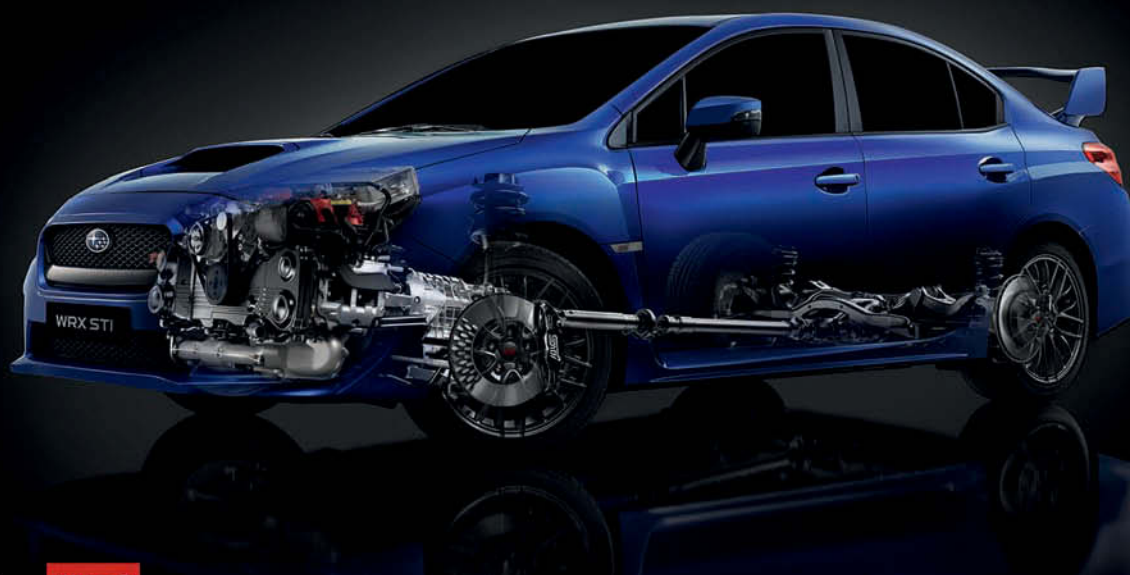
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| **Monster Unit Track Day** |

MONSTER MASH!

The Monster Unit team likes to go large so we knew its track day at Knockhill would be well worth a visit...

Words and photos: Steve McCann





Organiser Viney Chan made sure everything ran smoothly on the day

Scotland's Monster Unit has been on the go for a good few years and is now firmly established as one of the most popular car groups in the UK. It all began with a bunch of like-minded mates who share a love for cars that are anything but subtle, whether that means huge body kits, substantial engine tuning or both, they always make a big impact. It just so happens that from the outset most of the metal was Japanese and to this day it's still the case. But, as well as having some fantastic cars, they've always had an atmosphere to suit, thanks mostly to the fact they are friends, aside from when they are out burning rubber!

The team appear regularly at shows, always with a mighty impressive stand but they do like a bit of action too. That's why main man Viney Chan organises the occasional track day, like this recent one at Knockhill. They've had a few now and every one has been a sold-out, resounding

success. We're happy to say that when we came along for a look, it was the busiest and best yet!

Knockhill hosts a fair amount of 'Hot Hatch' days where anyone can come along to drive on the track but they also allow the circuit to be booked for more close-knit affairs like this. The format on this occasion was open pit so during the two-hour window you can drive as many laps as you like or as long as your brakes and tyres will last. But before all that could commence there were briefings from the Knockhill staff and the tricky task of adding exclusive MU stickers to all of the cars. The briefing went like clockwork but the same can't be said of the graphics judging by the handiwork of many members! Then it was time for cars to assemble in the pits and prepare for the main event...

The weather was fantastic, giving



| Monster Unit Track Day |



Fraser Gordon's 370Z looks the business from behind!



More than a handful of Championship white Hondas were seen tearing up the track





us a nice warm and dry track with plenty of grip, allowing drivers to really attack the circuit. The mix of cars that spilled out from the pits gave spectators a great variety to watch. Everything from Civics to Supras, Skylines to Subarus, Integras to Evos, some 350Zs, 370Zs, S2000s, RX-7s and much more were all present providing a sample of pretty much every flavour from the Japanese menu. It was also good to see them up against other cars with various Porsches, Lotuses, BMWs and Audis going wheel-to-wheel. As the time rolled on you could see the confidence building in many of the drivers, including Ross McGregor whose Supra got more and more sideways at the hairpin with every lap. Thankfully, there weren't many casualties, other than a few visits to the gravel trap for some and an Evo expiring but at least the tyre walls remained intact.

Usually the closure of the track would

signal the end of an event but not for Monster Unit. It really makes an effort with these gatherings and evidence of that can be seen by how many cars came along that weren't actually out on circuit. It turned out to be an all-day bash with a bit of a meet before the action started and an awards ceremony after, including a photoshoot before the final act: a cruise to get some well deserved grub!

Overall it was a fantastic day with around 50 cars on track and dozens more off it. Brilliant weather certainly helped but the atmosphere really topped it all off. Monster Unit is planning on several more track days in 2015 so check it out on Facebook and consider coming along to join in the fun 🍷

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Supra owner
Ross McGregor
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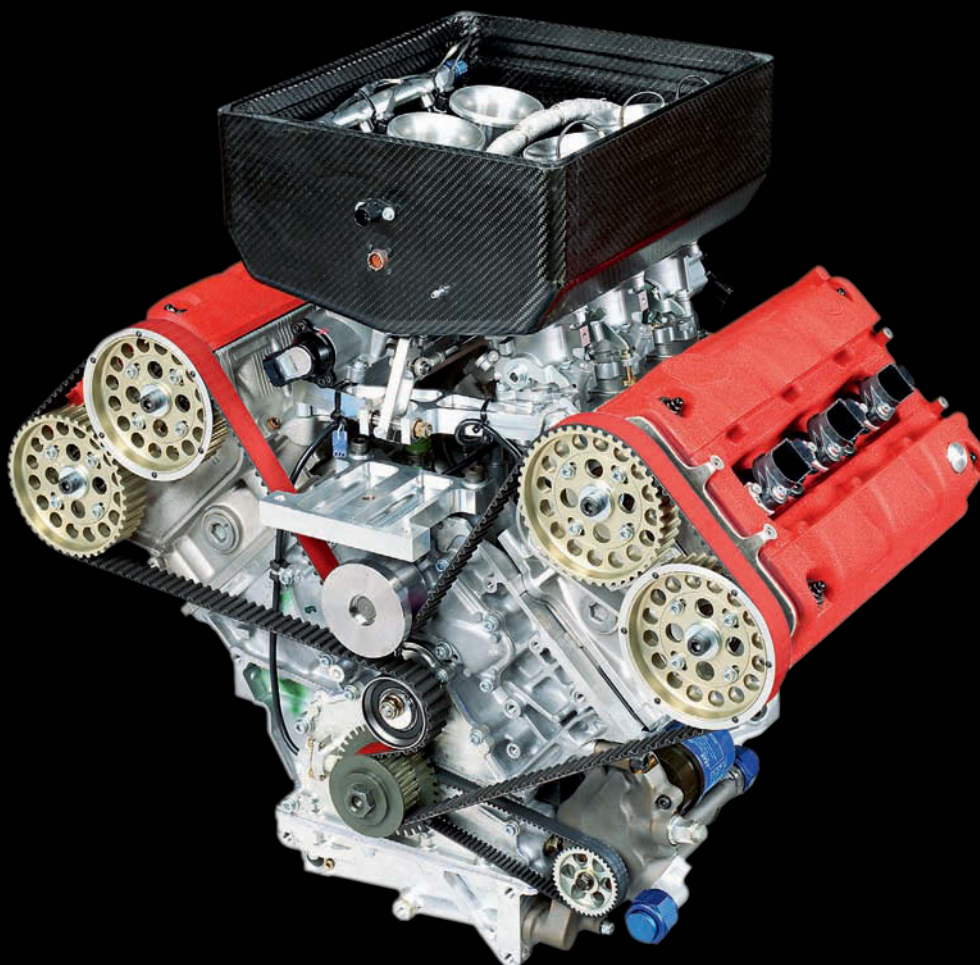
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| R32 Nissan Skyline GT-R |



THAT ESCALATED QUICKLY...



After getting beaten on the drag strip during his first day of ownership, Anthony's R32 GT-R was never going to stay standard for long. The years that followed have resulted in possibly the most powerful road-going Australian Skyline we've ever seen.

Words: Sam Preston Photos: Brodie Butler

| R32 Nissan Skyline GT-R |



In case you're not familiar with the controversial way in which most Australians were introduced to the R32 Skyline GT-R, here's a short history lesson. The Bathurst 1000 endurance event held at Mount Panorama Circuit deep in the heart of New South Wales each year had been filled with cars from the local Ford and Holden stables since its creation in the Sixties. If you were an Aussie and into your motorsport, you'd simply pick one of the teams, drink lots of beer and hope your favourite car eventually came over the finish line before the others did.

Things ran like this up until 1991, where rigid tradition was rudely shattered by drivers Jim Richards and Mark Skaife in their striking

and completely unorthodox Skyline which, despite receiving weight penalties and turbo pressure limits before the race, managed to trounce the native competition. It was a similar story for many other major race events of the time, including the now-infamous Calsonic-clad beauties which simultaneously dominated the Australian Touring Car Championship.

The effect that this alien car had on the nation resulted in one car magazine referring to it as 'Godzilla' on the cover of one of its issues – an affectionate nod to its country of origin and monstrous ability on track which has stuck globally for all cars sporting the 'GT-R' badge ever since.

All of this madness unsurprisingly served as a fantastic marketing tool for Nissan to

effortlessly shift the 100 road-going R32 GT-Rs which officially landed on Australian shores, models which largely stayed true to the JDM variant's blueprint apart from tweaks to the radios, windscreen and rear lights. Needless to say, it's now harder than ever to find a genuine road-going Australian GT-R, making them a valuable piece of any Japanese car collector's puzzle. Anthony Scali's example happens to be one of the fabled 100, and his unassuming coupé holds a lot more secrets than meets the eye.

As we all know, the Land Down Under has always been a very healthy market for imported Japanese cars, and Anthony here had no hope of steering away from this trend, even from a very young age. First, he can



thank his parents for buying a C210-shaped Skyline from new back in 1977. "This started a new chapter in my life," he fondly recalls whilst reminiscing about his first memories with the car which the family amazingly still owns to this day. Following in a similar vein, it wasn't by chance that Anthony's first personal car came in the form of a Datsun 510, another vehicle that remains a valuable asset in the Scali household. Working on both of these now-classics sparked Anthony's love for tinkering with imported cars, the engine builder/tuner fortunately managing to eventually live his passion on a daily basis with all sorts of JDM metal that now enters and leaves his garage.

But getting fed up of only working on other

peoples' exotic vehicles led Anthony to once again think about his own personal project car a few years ago. And with R32 GT-Rs holding a special place in his heart, it didn't take much persuasion to snap up this then-five-year-old, bone-stock Australian example. He admits that at first he had very little direction about what he wanted to do with it, thinking a trip to the local drag strip may plant some ideas in his head whilst giving him a chance to check out what all the hype was about. Suffering a shock defeat was enough for a clear plan to formulate almost instantly in his head. "I remember thinking to myself 'this can never happen again!' and from that point on I was simply hunting power,"

Anthony recalls, marking this as the moment

where the car would change forever.

The list of modifications carried out to this car is so long and progressive that Anthony likes to divide the story into two distinct stages to simplify things as much as possible. Stage one began soon after that unmentionable night on the strip and consisted of all the expected bolt-on modifications that lucky owners of the RB26DETT engine enjoy adding thanks to the large instantaneous power hikes they offer in return. Think hot camshafts, some high-flow turbos and an exhaust system and you'll get the picture.

While this package would provide more than enough excitement for most of us, Anthony admits his interest in the project was

| R32 Nissan Skyline GT-R |

fading as time went on. "I got a bit bored with it... There were no tailor-made parts around that I liked the look of," a dispirited Anthony explains. Thankfully, a blessing in disguise was right around the corner in the form of an oil pump failure spelling the end of the original RB26 lump in the car. "I didn't really think it at the time but getting the engine out was the best thing that happened to my car," says Anthony, using this as an excuse to really step up the game and start what would become the all-important stage two of the car's life.

With the engine building business picking up and Anthony managing to establish something of a name for himself as the go-to import tuner of the surrounding area, he thought it was time to either go full-on or give up entirely on his R32. The thought of the other Japanese cars which were still in the family after all these years, and the prospect of eventually passing this car onto his kids when they were old enough to

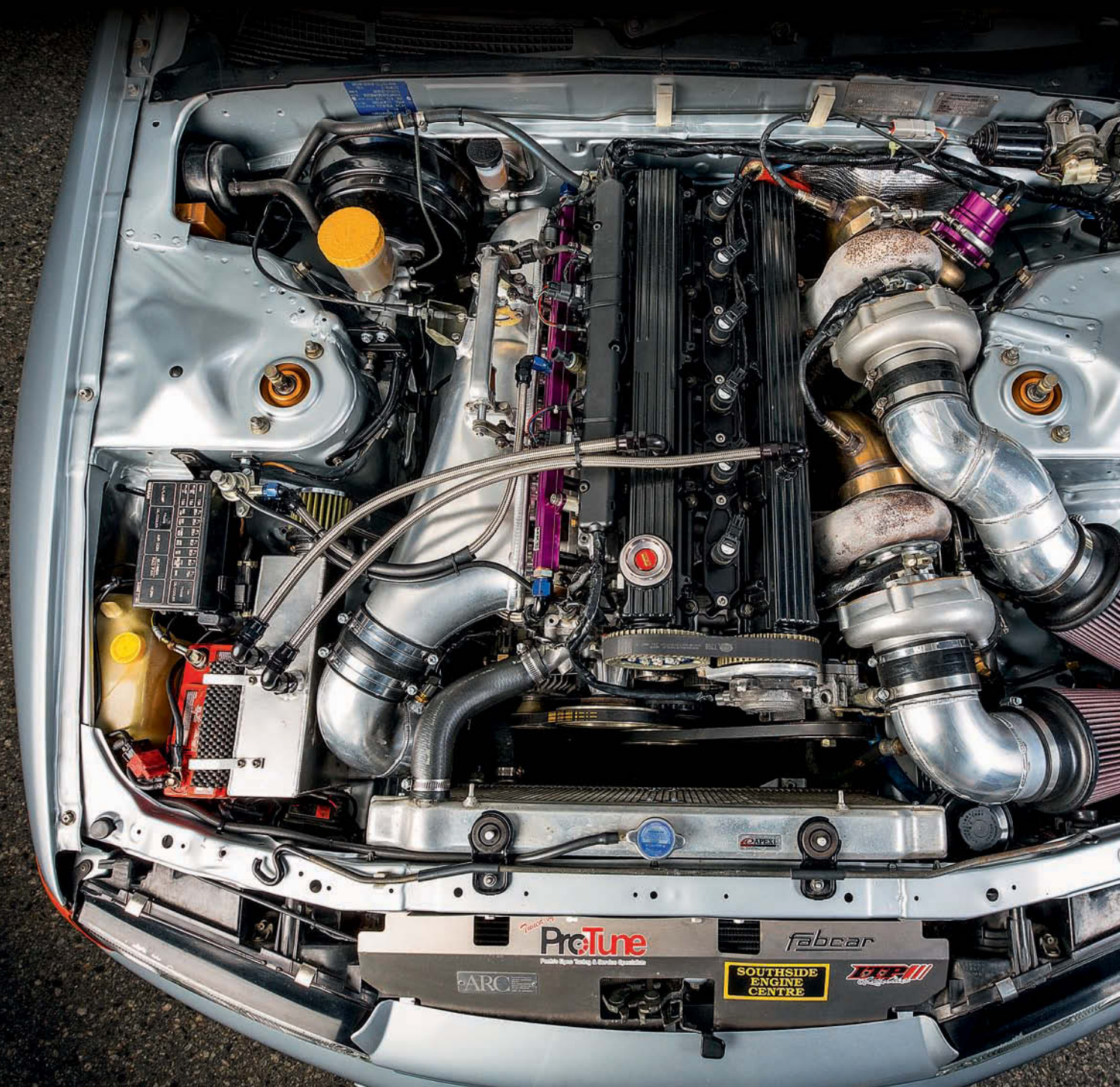
handle it was the deciding factor in the avenue which Anthony chose to go down. Starting as he intended to go on, then, Anthony delved into his savings and got his hands on an ultra-rare 'N1' block made by NISMO and intended for motorsport use. This fabled engine has built up a legendary status thanks to its use in some of the most successful Skyline racing cars in history, including the aforementioned Bathurst-winning R32. See why Anthony wanted this engine in particular so badly now?

Although claimed to pack several hundred more horses than the standard engine, this wasn't stopping Anthony ploughing his way through a raft of top-quality, well-thought-out modifications now that his enthusiasm for his car was back with a bang. "It feels like I had to sell my soul to the devil to afford it but I no longer wanted to take second chances with cheap bits," he recalls whilst looking back at dealing with countless amount of broken cheap parts that just

couldn't handle the power.

Heading straight to the top of the parts pile, then, resulted in Anthony ordering a custom secret-spec combination of HKS cams, rods and pistons to further enhance the new block and its set of Garrett GT ball bearing turbos. As parts arrived on a daily basis, a fairly substantial pile was now accumulating on Anthony's garage floor. Assembling the engine followed swiftly after a full porting and polishing of the cylinder head was carried out in-house.

It's when it came to sourcing some turbo manifolds that Anthony realised that he could produce some products off his own back better than the pre-made parts available nearby. With the help of ITP Race Cars and friend Andre, it didn't take long for some mandrel-bent stainless steel beauties to be whipped up to the perfect specification. It's a similar story for several other parts of the car, with Anthony applying his signature touch to almost every aspect in one way or another to



Massive Garret turbos work closely with the motorsport engine block



Engine: 2568cc RB26DETT N1 in-line six-cylinder twin-turbo engine, ported and polished cylinder head, custom HKS 2.8 crankshafts, custom HKS con rods, custom HKS pistons, custom HKS camshafts, HKS valve springs, HKS rings, twin Garret GT turbochargers @ 33psi, twin HKS GT11 wastegate, custom stainless steel turbo manifolds, HKS mid-pipe and back box, Hypertune intake manifold, K&N air intake, ITP Race Cars custom inlet pipe, HKS oil pump, Trust sump extension, APEXi radiator, RB26 N1-spec water pump, Trust front-mount intercooler, Hypertune plenum chamber, APEXi power FC ECU with Blitz boost controller, Magnaflow fuel pump, regulator and filter, racing fuel cell in boot

Transmission: Pfitzner Performance five-speed dogbox, OS Giken pressure plate, OS Giken flywheel, standard rear differential with NISMO centre

Chassis: 9x18" Enkei GTC01 wheels with Bridgestone tyres, Ohlins Flag-R coilovers with remote reservoirs, Endless six-piston (front) and four-piston (rear) brakes with Cusco booster bracket, Wilwood brake bias

Exterior: Standard Jet silver Metallic GT-R body

Interior: Standard interior trim, MOMO steering wheel, Blitz Spec R boost controller, Alpine head unit in glovebox

Contacts/Thanks: Neil and John at Southside Engine Centre (0061893 171233), Jose and Joel at ITP Race Cars (006194 346608), Protune Perth (0061487 700555), Anthony's partner Kelly Thomas and son Lorenzo, Andre Veenendaal, Ross Dobbie, David Bobowski, Steve Jones, Fabian Van Den Dries, Matt Collova. This car wouldn't exist without these guys



Racing fuel cell in the boot increases safety and improves weight distribution

| R32 Nissan Skyline GT-R |



allow him to reach an overall level of quality and specification which he could not have dreamt of otherwise.

"When it came to the brakes and suspension, I went for the most expensive items I physically could afford, as it's all about safety for me," explains Anthony, telling us how the car is, amazingly, still his daily driver and often has a baby seat in the back so his son can enjoy the power this thing has too. And what a lot of power it is! Anthony carefully explains to us that the headline 881whp figure is a very conservative claim, with numbers well into the four figures previously being recorded at

various stages of tune in the past.

"It actually scares me now!" was his reaction after explaining the car's most recent competitive outing: a 1000m drag event where it promptly nailed an effortless time of 17 seconds at 190mph on road tyres. For Anthony doesn't believe in driver aids such as slicks or nitrous oxide. In fact, take a quick glance at the car and you'd be forgiven for thinking that it remains a fairly standard GT-R, with its completely stock interior and no unsightly gauges or aerodynamic body panels protruding anywhere on the clean lines. "It actually drives like a completely normal car at low speeds, too," Anthony

adds, "...and it's even good on fuel!"

What better testament to a car which is famous for claiming to be able to do it all than Anthony's example here? Not only is it more powerful than most cars on Australian roads, but amazingly it's likely to be a whole lot more reliable, too. Anthony confessed to us that he sometimes wondered whether it was sacrilege to ever start modifying such a precious car in the first place but as one thing led to another, the gradual changes have amassed to something a whole lot more personal. Just remember: if you ever line-up alongside this car at a drag strip, it's not quite as standard as it looks... ■

**"I went for the most expensive items
I physically could afford, as it's
all about safety for me"**



Would you ever believe this car packs over 800whp based on such a stock interior? Antony is a man of modesty



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| ZN6 Toyota GT86 |



Words: Andy Basoo
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BOXER TRICKS



Renowned Subaru tuner, RA Motorsport, tackles its first GT86 project with this monstrous turbocharged, wide-arched weapon...



| ZN6 Toyota GT86 |

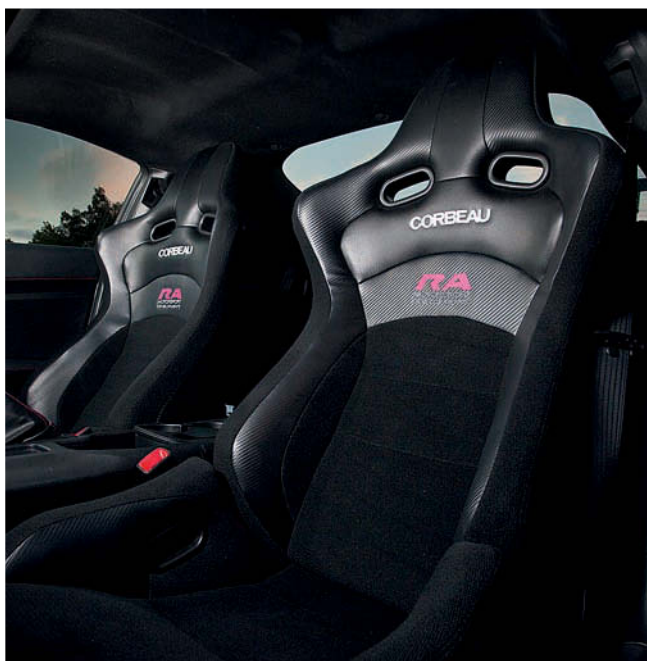
Turbosmart e-Boost 2 controller sits perfectly in the 86's air vent. Below: Custom Corbeau Sportlines



When Subaru announced that production of the WRX STI was to end back in December 2012, Subaru specialists around the globe began rethinking their business plans. Existing WRX models would certainly keep work flowing for the foreseeable future, but a starvation of new models essentially meant that customer numbers, and resultant profits, would begin a gradual decline from then on in. Thankfully, the world didn't have to wait long for the news that an all-new WRX STI was on its way, but for the year in-between the announcements, the future looked uncertain for such tuners and parts companies.

"We had to think about future-proofing our business," admitted RA Motorsport co-owner Andy Napier. "Although we build most things, from Evos to GT-Rs, we're fundamentally a Subaru specialist. It's what we're known for. It's what our loyal customers come to us for. So if the Impreza was slowly going to die off we'd have to start looking into other models. The obvious option was the Subaru BRZ."

Not only does the two-door sports car carry a Subaru badge on its nose but it's also blessed with a boxer heart beneath the bonnet. "In many ways we knew what we'd



be getting into with a BRZ,” continued Andy. “As well as the engine, the rear half of the car is essentially the same as a hatch (Subaru STI). So we started enquiring around dealerships to try and get hold of one. That was back in 2012 when no one could get hold of them. No one had any stock so we ended up popping down to a Toyota dealership.”

Andy and Richard Deas (Andy’s business partner) headed to the dealership for one simple reason: they wanted to check what room there was to play with under the bonnet. While they were poking around, a friendly salesman approached to see if they needed any help. “I’ll be honest, we’re not interested in buying a Toyota,” Andy explained. “We run a Subaru specialist and what we really want is a BRZ.” The salesman acknowledged Andy’s statement and headed back to his office only to return a few minutes later offering the GT86 with a 10% discount! The deal was done and the pair were soon on their way home with the pearl white Toyota. “Apart from the badges and front bumper the GT86 and BRZ are virtually identical so it seemed like a no-brainer at the time,” conceded Andy. “That said, many of our customers are die-hard Subaru enthusiasts like ourselves and just couldn’t understand why we’d bought a Toyota!”

The purchase took place back in January 2013, with Andy and Richard both choosing to spend some time behind the wheel before formulating their project plans. Interestingly, though, it took just 50 miles between them to realise the GT86 was huge fun to drive but lacked power. Andy likens the platform in standard guise to Mazda’s MX-5: it’s supremely enjoyable and rewarding to throw around but is too slow to exhilarate you. As such, RA Motorsport began contacting its suppliers to see what was available for the GT86 and what they recommended to make its new demo vehicle something special.

“The one thing we did know is that we wanted to go wide-arch with this project,” Andy relayed. “There were a couple of reasons for that; the first being to improve grip. We had big power in mind and because Toyota and Subaru aimed the car at enthusiast drivers, it had very little rear-end grip from the factory. The other reason is that we wanted to make an impact. People expect hardcore Impreza builds from us, so we didn’t want this project to be too soft. Rocket Bunny kits were already everywhere so we contacted Darren at ABW Motorsport to discuss the possibility of designing our own kit.”

Darren was on-board from day one so RA sent the GT86 down to ABW’s headquarters in

Essex. It was here Darren spent hundreds of hours measuring and moulding every millimetre of the Toyota’s shell. Countless phone calls and emails flew back and forth between the two firms, before a look was finalised. “Subaru unveiled a GT300 race car at the Tokyo Motor Show way back in late 2011,” Andy explained. “It had aggressive arches and a huge GT wing. We initially thought we’d go for something like that but in the end decided a smoother production road car look was the way to go.” As such the final kit comprises a wide front bumper that utilises the OEM Toyota architecture (grille, light moulds and headlight washer jets), front wings and complete rear quarter panels that take in the wide side skirts. The rear bumper is actually a modified stock item.

Richard is the man who oversees all of the bodywork operations at RA Motorsport and is known for having exacting standards. Thankfully, both he and Darren at ABW are cut from the same cloth and between them have achieved a virtually flawless finish. Each corner is approximately 100mm wider than stock, meaning this ultra-wide monster struggles to fit in a single garage and won’t play ball with most trailers.

The silky smooth exterior has been liberally coated with Blue Grape Pearl from Specialist



| ZN6 Toyota GT86 |

Paints. The blue was selected, as it's a similar hue to the one that's become synonymous with RA builds. This paint, however, possesses deep purple/pink undertones that come through under intense light, really complimenting the pink accents in the process. The pink is again an RA colour, with Pink Fuchsia the exact metal-flaked paint chosen from Specialist Paints for this project. "The pink really isn't to everyone's tastes," conceded Andy, "but we knew that would be the case. It's not our usual thing either but we wanted to get people talking and the pink has really done that, for better or worse!" As well as on the 10x19" Rota PWRs and front wing inserts, pink has also been applied to selected components under the bonnet and even to the tasty Corbeau pews (RA logos) in the cabin. Also worth a mention are the Buddy Club rear light clusters that illuminate progressively, much like the tail-lights found one the Lamborghini Aventador.

While the immense styling may be the talking point with RA's GT86, the aspect of the build that most interests us here at *Banzai* is the underbonnet goings on. As mentioned at the outset, soon after purchase, RA isolated the platform's lack of power as its biggest downfall and as such focused much of its attention on bringing the Toyota up to speed with most of the Subarus the car shared a workshop with.

"The engine actually came out almost

straightaway," Andy admitted. "Being a boxer block we were right at home with it. Because of that, our natural inclination was to fit one of our big-power engines but then we started to think about potential customers and what they would be doing with their cars. Being such a new model, most would be looking at bolt-on options, so we decided to focus our efforts on getting good power out of the stock engine. This obviously meant forced induction."

RA weighed up both supercharged and turbocharged alternatives. With most UK tuners going down the supercharged route, RA naturally leant the other way. Ultimate tuning potential was also considered. When enthusiasts modify their cars, things rarely stay in the same state of tune for long. That inevitably leads to continuous power and pace hunting. While supercharged setups certainly have their merits, they are also quite limiting when applied, or at the very least, they're expensive to upgrade. A turbo setup is less restrictive and allows room for growth, so if RA decided it was time to upgrade the boxer's internal elements, this turbo arrangement would be perfectly placed, requiring nothing more than a remap to up the power. Larger 800cc top feed DW injectors and an in-tank fuel pump are already in place, as is a free-flowing Cobra exhaust system and a Mishimoto alloy radiator complete with thermostat and SFS hoses, so the setup is already pretty much future-proofed.

The key was to select the most effective turbo kit and then to get the mapping right. After much research, RA chose a GReddy setup that comes complete with a front-mount intercooler, intake and exhaust manifolds, not to mention an induction kit. The turbo itself is a TD05, meaning it has the ability to boost the boxer to around 380bhp quite comfortably. That kind of power was never the goal though. RA was in search of useable, reliable power. As such, the company invested in EcuTek licensing and software before calling in its trump card, mapping legend, Andy Forrest. Few mappers possess his skill set and reputation so, despite being his first GT86, RA knew the Toyota was in safe hands.

After working his magic, Andy Forrest handed the keys back to RA with the coupé producing a punchy yet progressive 330bhp. Thankfully, RA had already fitted a heavy-duty ACT clutch and flywheel, so Andy and Richard could begin playing straightaway. "The clutch is actually a bit snappy so we're looking to install an Xtreme setup instead but that's all part of the development process," Andy conceded. "What really helps with drivability is the M-Factory final drive and rear dif. The shorter final drive enables you to rev-up through the gears much more quickly and always keeps the engine in its optimal power band. And then the rear dif obviously makes the tail-end much more controllable. The Subarus we usually deal with are 4WD and



Beneath the striking skin, the GT86 is packing premium GReddy, KW, Whiteline and Cosworth performance components



Engine: FA20 2.0-litre DOHC flat-four boxer engine, remachined block, GReddy turbo kit comprising a GReddy front mount intercooler, Greddy manifolds and a Greddy induction kit, Turbosmart adjustable actuator, DEI exhaust lag, full Cobra exhaust system, DW 800cc top feed injectors, DW uprated in-tank fuel pump, Mishimoto alloy radiator, SFS hoses, HKS oil filter, Mishimoto thermostat, Turbosmart Race Port, EcuTek software, and mapping by Andy Forrest

Transmission: OEM six-speed manual gearbox, M-Factory final drive, ACT heavy-duty clutch kit, ACT lightweight flywheel, M-Factory rear diff

Chassis: 9.5x19" (ET20) and 10x19" Rota PWR wheels with 265/30 and 275/30 tyres on the front and rear respectively, Diemax Engineering 30mm hub PCD converters, Cosworth AP front brake kit with six-pot calipers, 356mm discs and Trackmaster pads, standard rear Toyota discs with StopTech pads, KW Clubsport Variant 3 coilovers with KW strut top mounts, Whiteline front and rear control bars, Whiteline front lower under brace, Whiteline front upper strut bar, Whiteline rear lower adjustable control arms, Whiteline adjustable front and rear heavy-duty drop links, Whiteline rear brace and sway bar mount support, Whiteline front roll centre/bump steer correction kit, full compliment of Whiteline bushes including rear crossmember and insert bushes, rear differential mount in cradle bush, support outrigger bush and insert bush, lower inner front and rear control arm bushes, front gearbox positive shift kit bush, front steering rack and pinion mount bush, rear trailing arm bush

Exterior: Full custom ABW Motorsport wide-arch kit comprising front bumper, front wings, complete quarters and side skirts, body finished in Specialist Paints Blue Grape, Specialist Paints Fuchsia Pink metal flake detailing, Buddy Club rear lights, custom fuel filler system, SPD carbon fibre rear spoiler

Interior: All stripped apart from dash and doorcards, full roll-cage, Sparco Pro 2000 seats, RPM five-point harnesses, OMP deep-dish steering wheel, Cobb short-shifter, OMP gear knob, Turbosmart e-Boost 2 controller

Contacts/ Thanks: Darren and the team from ABW for the wide-arch kit, Graeme Jeram from Whiteline UK, AET Turbos for the Turbosmart products, Torque Distribution for the help with the ACT and M-Factory parts, Ben at Rare Rims for the Rota wheels, Dan Hammond at KW Suspension, Specialist Paints, Sarah Albright at Mishimoto, Andy Forrest from AFP for all the mapping, RA Motorsport staff for working through Christmas and new year, NEC Autosport bar for the two day break once we finally finished!



| ZN6 Toyota GT86 |



Buddy Club rear lights use Lamborghini Aventador-style progressive illumination

more predictable but this is a lot more wild. The diff really helps though."

From the showroom the GT86 produces 197bhp so with an additional 137bhp on tap it's hardly surprising RA recruited some of the most respected chassis specialists in the business to sort the Toyota's underpinnings. KW sent up a Clubsport Variant 3 kit, which thanks to its top mount, ride-height and damping adjustability helped RA get the car sitting right on its pink 10x19" Rota PWRs. By this point, Whiteline had already developed an extensive range of alignment components, braces and bushes for the platform so supplied its complete catalogue to RA. "The handling of the car is exceptional," declared Andy. "So good, in fact, that it's dying to be driven hard on track. I think it'd make for an unbelievable track car but with all the smooth bodywork it just doesn't make sense. We've been tempted to rework it into a high-power track weapon but it'd be more cost-effective to start from scratch."

Coming back to the wheel choice for just a moment, those in the know will be aware that 19" Rota PWRs only come in 5x114.3 fitment. The GT86 has a 5x100 PCD, so 30mm PCD converters were ordered from Diemax Engineering. The additional 30mm on each corner actually helps the ET20 Rotas fill the huge arches so it's all worked out rather well. A notable touch is that all the Rotas have had their inner barrels painted gloss black. This helps the spokes to be more prominent and also helps draw attention to the meaty Cosworth AP six-pot front brake kit. The kit utilises 356mm discs and Trackmaster pads while StopTech rear pads balances the braking performance out nicely.

There's no doubt about it, this has got to be one of the most extreme GT86s on UK roads. Sure there are some rather feisty track versions out there but this monumentally wide example has real presence. Its smoothed-in panels make it hugely different to the countless bolt-on arched renditions around the globe, while the 330bhp turbo conversion and heavily reworked chassis mean this build's got the performance to back up its brutal looks. RA Motorsport's Andy Napier is the first to admit that not all aspects of this car comply with his own or RA's usual tuning philosophies but if you're a renowned Subaru specialist needing to make a statement in a foreign field, then this Toyota couldn't be more on point... 🌸





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Event report: Tokyo Auto Salon

SUPERCAR SALON

A huge influx of European supercars helped bring yet further diversity to this year's Tokyo Auto Salon. Alexi Smith talks us through proceedings...

Words & Photos: Alexi Smith

The 2015 Tokyo Auto Salon was bigger than ever. It seems like we're always hyping the growth of the event by saying each year is bigger than ever, but that's just what keeps happening! Over 300,000 tickets were sold for the three-day event which took place in mid-January, breaking all previous attendance records. The concrete-floored halls of Makuhari Messe in Chiba were also filled up with so many cars and displays that they had to open another hall that is usually used only for speaking conventions, with lots of plastic sheets carefully laid out on the thick carpet.

At each year's show there's usually a popular theme that presents itself if you look at everything on display. Most years, the most common demo cars are whatever is the freshest or most anticipated of that season, like the Nissan GT-R or Toyota 86/Subaru BRZ. This year, however, rather than one model in particular, supercars had a much bigger presence than usual. This included a big display of all those animated LED and strobe light-kitted Lamborghinis you may have seen on the internet, as well as many Liberty Walk-kitted Lamborghinis and Ferraris, and some slightly less molested models on the stands of wheel and exhaust manufacturers.

If expensive Euros aren't your thing, and it probably isn't if you're visiting the Tokyo Auto Salon, it's still a fantastic place to see every tuning style you can find in Japan crammed under one roof. Also, as in previous years, it's a good place to see future trends emerging as the major of manufacturers bring out concept cars for the public to look at, even if they're not yet in a modified state, such as the electric-hybrid BMW i8 and hydrogen-powered Toyota Mirai. This wide range of displays and tuning styles makes the Tokyo Auto Salon just as enjoyable for the first time visitor as it is for the veteran 🌸



01



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04



05



06



01. Airbags, such as the ones fitted to this GT-R on the Bold World stand, seem to be the most popular way for R35 owners to absolutely deck their car.
02. Strong, flat colours are starting to come back into fashion with big sedan owners, pushing out the traditional gloss black and candies.
03. The Prius is remarkably popular to modify with the usual wheel, kit and lowering combination. Possibly because that's the only thing you can do with it.
04. Twenty-two-inch Kranze Graben wheels on this LS460, with a huge set of 380mm floating discs and monoblock caliper 'GT64' kit from Aimgain. Having driven a car similar to this before, the big brakes feel great on the freeway but can sometimes be a bit grabby driving around town. At least they look good.
05. Seen on the K-Break stand was this Honda N-One with its 'Baqueratta' kit. This takes all the Japanesey looks of the

original car and makes it look like something you'd find on the back streets of Rome.

06. If you're not interested in speed and just want to drive around doing *nampa* (picking up girls) this matt-green Majesta and dark lavender Crown Athlete would be great cars to do it in.
07. Low black four-doors are a way of life for a lot of people, going by the amount of them seen every year at Tokyo Auto Salon.
08. There was an entire row in one hall consisting entirely of Hiace modifiers.
09. This Hiace had been fitted with wheel tubs, drag-style tyres and a cut-down steering-wheel. It didn't yet have the engine to match the looks however.
10. Powder-blue and chrome turn this Hiace from being Jap to American in one step.
11. The only problem with Hiacs this low is that they ride quite roughly, exacerbated by the high and forward driving position. This is offset by how good they look.



12. Why someone never thought of this before is beyond us: a Hiace utility! Come on Toyota, get on with a factory version – please!
13. The inside looks like a cabaret club and the outside looks like an Aventador that swallowed a skip bin.
14. These Honda 'US Wagon' Accords have a small but extremely dedicated cult following in Japan, despite most Hondas of the same age now having since been recycled into Boss coffee cans.
15. The Tjin Edition Honda Fit was modified entirely in the USA, showing that the rest of the world has enough of a grip on modifying Japanese cars that we can now figuratively sell coal to Newcastle.
16. Want your Crown Majesta to look like it's going to spontaneously transform and start fighting huge monsters spawned from the sea? Just do an internet search for 'Blackpearl-1' to see if it has a kit for your car.
17. This JZX100 Mark II Blit wagon with a Lexus IS face-swap caught a lot of people's attention. Considering how cheap and relatively ugly the original Mark II Blit is (it was a copy of the Saab 9-3), this conversion seems like a pretty good idea.
18. 326Power's anodised wheel nuts seem to get longer and more dangerous every year, such as the ones on its demo Celsior. If you're wondering how you're supposed to change the wheels, the spiky bits thread off.
19. The *herafura* (how they pronounce 'hellaflush') look has indeed caught on in Japan. Thankfully, the guys who do it, do it rather well.
20. This Nissan Y50 Fuga looks like a combination of drift, VIP and hellaflush styles all rolled into one.
21. 326Power's line of fully-customisable, rock-hard (coils optional up to 100kg!) coilover kits look good enough to eat.
22. This *itasha* (cars stickered-up with anime characters) based on *Vocaloid* (a series of virtual idol singers) character Lily had a complete DJ and speaker setup inside it.
23. This 'Rust Samurai' bB wagon was covered in a concrete-like textured finish, and had every second person walking past running their fingers over it, despite the normally reserved manner of Japanese show-goers.
24. Obayashi Factory win the award for pushing the idea of a modified car to the extreme. These two cars are fully-electric Nissan Leafs. We wonder if less engine noise means you can hear the pumping stereo installs better!
25. Finally, a Prius with a Chev V8 and street-legal drag radials, just like we've always wanted. This was built by the students of WIZ Automotive technical college in Fukushima, who last year built a Mazda Roadster into a rat-rod.



| Event report: Tokyo Auto Salon |



26. We've noticed that a lot of foreigners who visit Japan love seeing slammed *kei* cars like this, so here's a nice Daihatsu Move 'Shinya Special' from T-Selection.
27. Kombi-style *kei* van conversions have been around forever in Japan but this kit that makes your Suzuki Every look like an old GMC school bus is rather neat.
28. This car from JK Heart shows how its kit (that consists of a new bonnet, wings, front and rear bumper and bootlid cover) can turn your Daihatsu Esse into a Fiat!
29. Ducks Garden always bring something new to the Auto Salon. This time it's a kit to turn your Daihatsu Copen or Honda Beat into a Porsche!
30. While the new Daihatsu Copen is far from being a horsepower monster, there were plenty of them at the show that looked like they had ambitions to beat a GT-R.
31. This was an interesting drift-car project by parts manufacturer Kinokuni. It's a Suzuki Jimny chassis with an SR20 engine swap and removable body shell to display all the aftermarket parts that Kinokuni makes. The company says that it will be finished and out on the track sometime this year.
32. The NATS Automotive College had its usual selection of student-built cars, but the two most interesting styling choices had to be this Suzuki Twin turned into a Rolls Royce, and this Suzuki Mighty Boy turned into a BMW E30 M3.
33. Owners of the older Suzuki Copen who are bored of their car can now install this shooting-brake conversion top from Esqueletto. This isn't a bad idea to increase boot space and it doesn't look too bad either!
34. A raised *kei* van on alloy wheels that's painted like a police car? We're not quite sure what they were going for here.
35. This Honda N-One on Honda's stand looked like something the bad guys in a Neill Blomkamp movie would drive.
36. Someone at Honda thought it would be a good idea to put a Barbie-branded N-One on their stand, and going by the amount of people having their photo taken beside Barbie, it was!
37. Say hello to the all-girl Upiupi Corps airsoft team (it's a very popular thing in Japan) and their display of tactical Jeeps bedecked in all sorts of decorations and airsoft guns. Only in Japan!
38. The results of Japanese workshops visiting the SEMA show in the USA are becoming more and more apparent.
39. Considering how popular the G-Wagen is in Tokyo, the Mercedes-Benz G63 AMG 6x6 is sure to be popular amongst those who have somewhere to park it.
40. Takumi and Keisuke took a break from Project D and showed up at the Makuhari Messe.
41. Keiichi 'Dorikin' Tsuchiya's personal AE86 was on the Fujitsubo stand.
42. The Star Road S30 Fairlady restoration



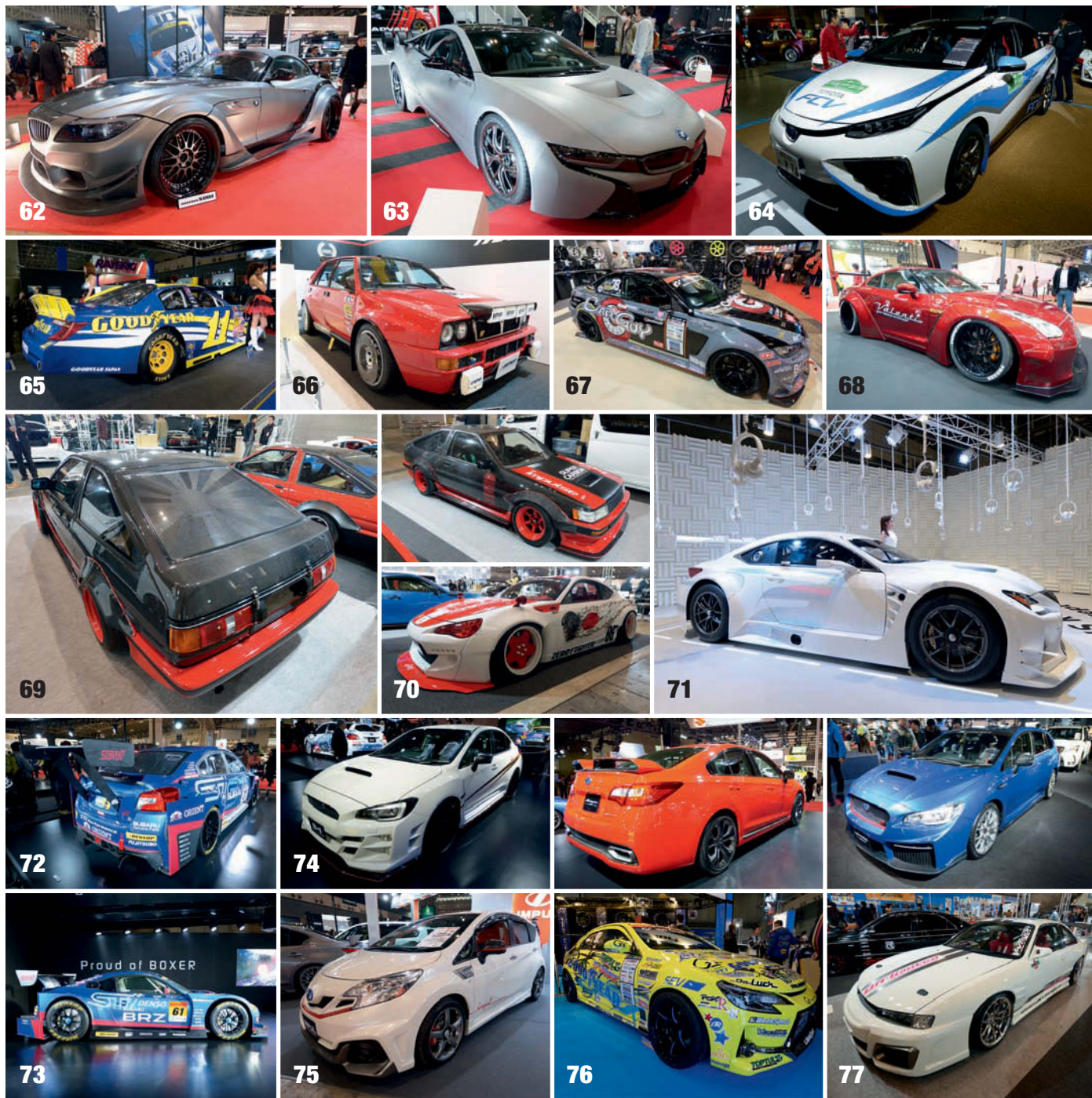


- gets better and better every Auto Salon. The body is complete, so hopefully next year it will have an awesome engine, too.
- 43.** The Rocky Auto carbon 'Hakosuka' sitting on fat 275-profile tyres on 15" wheels.
- 44.** Rocky Auto's R32 GT-R clad in Kenmary panels has been repainted in classic silver.
- 45.** The weirdos from Red K were back again with their SR20-powered Lada. They want *Banzai* readers to come and attend one of their track days at Nikko Circuit!
- 46.** The JZA70 isn't very popular to modify in Japan these days but there are still a lot of mint street-driven cruisers around.
- 47.** R31 House still has the R31 market cornered, as you'd expect.
- 48.** Ever seen videos of those Lamborghinis and Ferraris that look like Las Vegas on wheels? Well, they were all there on a stand that had a sort of Middle-Eastern harem motif, inside of which they were showing a gangster movie they'd made with members of the group.

- 49.** The Liberty Walk cars look lower than ever.
- 50.** Liberty Walk somehow managed to make an extremely mean Dodge Challenger that wouldn't look out of place chasing Steve McQueen.
- 51.** If you can afford a Lambo for yourself, you can afford one for your kids, too.
- 52.** Even though there's quite a few other wide-body GT-R kits available, Liberty Walk seems to be the most commonly seen, for obvious reasons.
- 53.** Despite having all the supercars he could want, Liberty Walk's boss Kato-san still brings along the things that got him into modifying cars in the first place.
- 54.** This white Enzo can regularly be spotted driving around Tokyo, proving that the Roberuta suspension raising system must work pretty well.
- 55.** Supercars, not big sedans, seem to be more popular these days for wheel manufacturers to display their wares.
- 56.** The first Zonda to be seen at the Tokyo

- Auto Salon was being displayed by supercar modifying shop R Wave. Custom-engraved Work wheels on a Zonda? There's a customer for everything out there.
- 57.** One of those complicated valve-controlled exhausts that gives the Aventador that nice barky sound.
- 58.** Former champion drifter Youichi Imamura will be campaigning this LF-A powered by a Toyota NASCAR V8 engine in this year's D1 Grand Prix.
- 59.** Rauh Welt Porsches aren't the flavour of the month anymore but it's obvious they started the current 'big overfender' look.
- 60.** It's funny how being surrounded by much more garish cars can make something like this tough wide-body 997 on 19s seem quite understated.
- 61.** This entirely custom Jaguar XJS has been a long time in the build, and was the sleeper hit of the show with perfect wheel fitment and a long, low-slung look.

Event report: Tokyo Auto Salon



- 62.** It's almost annoying how well Japanese tuners can take almost any car and make it look twice as tough as standard.
- 63.** Yokohama had a matt vinyl-wrapped BMW i8 on its stand, which would have been the first time most show-goers have seen one.
- 64.** Toyota had a futuristic, rally-stickered Mirai on its stand. Hopefully there's a few petrol stations that sell hydrogen on the rally route.
- 65.** The cars on Goodyear's stand are usually just a backdrop for their promo girls to stand against, and this year was no different.
- 66.** Delta Integrales are much more common on Tokyo streets than you might expect.
- 67.** Takahiro Ueno's D1GP-spec BMW, powered by a 2JZ engine.
- 68.** When in doubt about what demo car to run this year, the most common answer seemed to be 'Liberty Walk GT-R'.
- 69.** Tucked away in the furthest corners of

- the Makuhari Messe's halls was the carbon-fibre AE86 built by Impulse. It features carbon fibre panels on just about every non-structurally-integral part of the car, shaving its weight down to only 735kg. It's not lacking in the visual department either, as Impulse managed to work a *kyokujitsu* sunburst motif into the carbon fibre of the rear hatch.
- 70.** Okay, so maybe some cars are just a bit too low for Japanese streets.
- 71.** All those headphones were blaring the sounds of a Lexus Super GT car's engine. You were free to put a pair on, but in a typically Japanese way, none of the punters wanted to be the first one!
- 72.** The 2015 Impreza built for the 24-hour NBR Challenge at the Nürburgring.
- 73.** The 2015 Super GT BRZ has lost a lot of the vents and gills it used to have, and has gone for more of a traditional flat-sided fender style this year.

- 74.** Manufacturers like Subaru treat the Tokyo Auto Salon much like a mini-Tokyo Car Show, displaying cars like this WRX S4, Levorg S wagon and a revival of the Legacy B4 Blitzen in order to get feedback from potential customers.
- 75.** Want a modified car but want to keep your warranty and can't be bothered with all that running around choosing parts? If you were in the market for a hot Nissan Note, Impul has you covered.
- 76.** The 2014 D1GP championship winner Kunny's car: a Toyota Mark X.
- 77.** Cars like this S14 Silvia are in a sort of 'not new enough, not old enough' limbo right now. Perhaps they'll make a comeback in the future.
- 78.** This Nissan Safari used to be a firefighting support truck but has been converted into a mobile car-wash vehicle by the students of a technical college in Sendai. As the original car didn't have doors, the new steel pipe doors are actually road legal.



- 79.** Just in case you've forgotten what the current model Nissan Skyline (Q50) looks like, here it is.
- 80.** Nomuken from URAS cobbled together a new JZX100 body kit in only a few weeks by using bits and pieces from other kits from their line-up.
- 81.** The HKS 400hp supercharger kit for the 86/BRZ's FA20 engine.
- 82.** Kuhl Racing Factory has obviously realised nobody else is willing to put in the time and effort it does on its custom 3D-paint jobs, so they went nuts this year on this GT-R. That's all done by hand in paint and bodyfiller!
- 83.** Project Mu's bright teal paint is starting to appear on more and more cars as they broaden their sponsorships.
- 84.** On the RE Amemiya stand was this Mazda roadster with a Renesis engine.
- 85.** RE Amemiya's Hurricane time-attack car that they sent to Australia in 2014 for the World Time Attack Challenge.

- 86.** Varis has a very distinct look for its WRX body kits.
- 87.** These wheel nuts were all laid out on a display table. Imagine how quickly they'd get 'sampled' if this wasn't Japan?
- 88.** Defi's stand looked like the control room of a Royal Navy submarine. I was going to say 'nuclear power plant' but that's probably not a good idea.
- 89.** High-revving Hondas with Advan slicks will be with us forever in one form or another.
- 90.** The Rocket Bunny NSX is a fairly polarising design but it does the job of standing out just fine.
- 91.** *Option* magazine founder Daijiro Inada retired as boss of publisher *Dees Club* in mid-2014 but is still around in an advisory role.
- 92.** Full body wraps didn't quite catch on as much as expected but they do make it easy to change the entire look of a car.
- 93.** Car Make T&E is slowly becoming more

- ostentatious in its designs recently.
- 94.** Another GT-R being entered in professional drifting competitions, this time with Robbie Nishida behind the wheel in Formula Drift Japan.
- 95.** Former D1 Street Legal driver Masashi Yokoi has high expectations for this year's D1GP competition in this 2JZ-powered S15 Silvia.
- 96.** What were we saying about the Daihatsu Copen pretending to be a GT-R?
- 97.** Ever seen a man dressed as Robocop change a tyre with only hand-tools? You would have if you'd gone to the Tokyo Auto Salon.
- 98.** Under Suzuki's S15 Silvia now holds the record at Tsukuba Circuit and also won the 2014 World Time Attack Challenge in Australia. Even with all those credentials, it's hard to ignore that the exhaust manifold looks like a St Bernard had an accident in the engine bay.
- 99.** Quad-rotor, twin-turbo RX-7 in the build.

Event report: Tokyo Auto Salon



100. After sitting idle for quite some time, the WELD JZX100 Mark II will be making a welcome comeback in this year's Formula Drift Japan.

101. KRC once again brought its RX-7s, and aren't we glad!

102. TRD now offers a list of parts for the 86 that's longer than your arm but few of them make the car substantially faster.

103. JUN Auto's demo 86 was fitted with a Synergy V8, an engine made by a New Zealand company that's basically a completely custom V8 engine with Kawasaki ZX-12R heads on it.

104. JUN Auto's GT-R might not be the most flashy at the show but it's probably one of the most powerful and reliable.

105. For those of us who actually have our own garage, consider this: having your own spacious garage is like owning a unicorn if you live in Tokyo.

106. Top Fuel's 'human slicer' S2000 had a lot of troubles when it was first built but ran extremely strongly in 2014 events.

107. Sidestepping the clutch on an RB26 with a T-51 and V-cam setup should be on everyone's bucket list.

108. Daigo Saito's JZX100 Mark II once again forced the rule-makers of the D1GP series to change their rules (no more methanol fuel) and should make another big impact in this year's competition, assuming he doesn't upgrade to something even better!

109. The UK's contribution to tuning in Japan: Cosworth's stand.

110. When a drunk Aventador meets a cute little 86 in a dark alley, you get this.

111. Usually only found with photocopier toner delivery men behind the wheel, this Toyota Probox has been fitted with a roll-cage and basic tuning parts. Yep, they even make parts for this sort of thing.

112. The 'Legends of Japanese Tuning' hall indeed had legends on display, such as the Top Secret Nardo Challenge V12 Supra.

113. Now here's something rare! A genuine

HKS Zero-R GT-R. Only four of these HKS-built supercars exist, and only three still live in Japan.

114. This 2JZ-powered Fairlady built by Mercury in Hachioji is expected to be a strong competitor in this year's Formula Drift Japan competition. Check out those virtual wing-mirror displays on either side of the cluster!

115. Due to a lack of proper drag-racing tracks and events, cars like this twin-turbo drag-slicked GT-R aren't really being built in Japan anymore.

116. While other tuning cars are going for the bolt-on fender look, the current drift-spec look is big fat once-piece fenders and lots of diffusers and valances.

117. It's finally happened. A rear-wheel drive electric Prius drift car.

118. Four-cylinder purists rejoice, it seems the Team Orange S15 has returned to using an SR20!

119. The drifting displays were popular, even if you couldn't see them most of the time.



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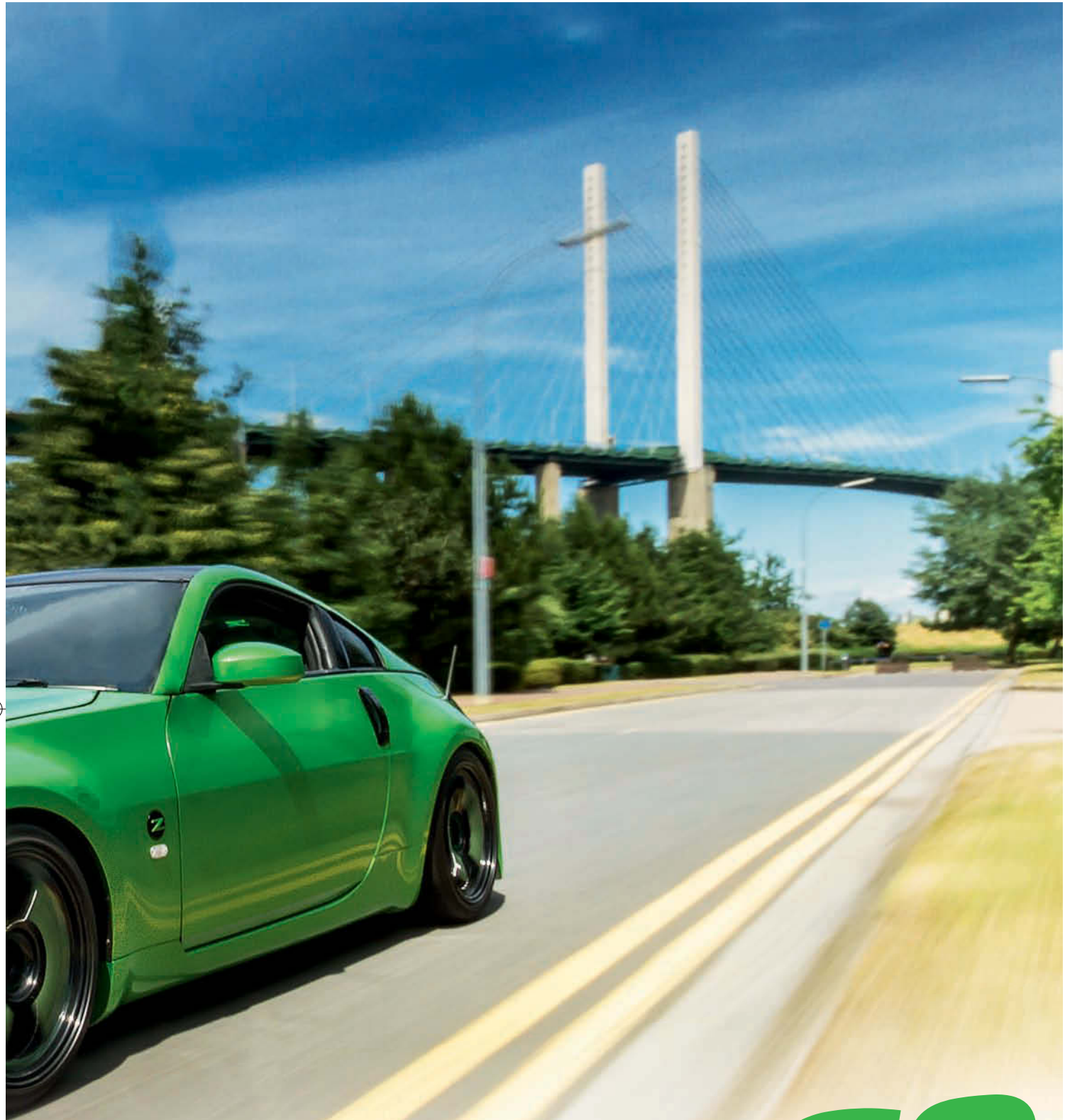
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| **Z33 Nissan 350Z** |



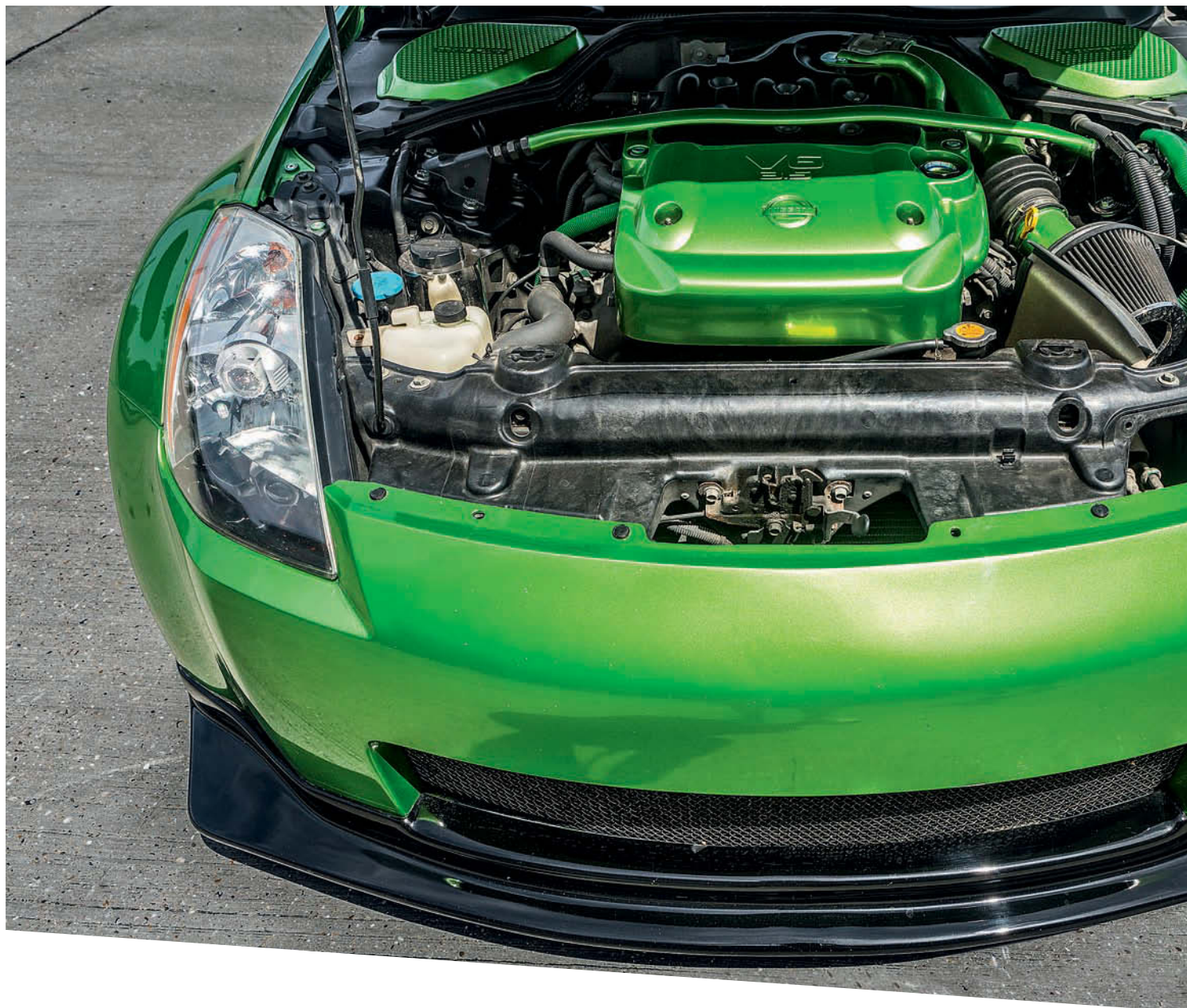
Words: Daniel Bevis Photos: Daniel Patch



VERT-EGO

Craig Smith's Fairlady Z is a sweetheart of the show scene, and something you might have seen tearing up the strip too. Oh, and have you noticed how green it is...?

| Z33 Nissan 350Z |



Avoiding clichés is like not shooting fish in a barrel. There are a lot of car mags out there, and we pride ourselves in setting *Banzai* apart from the white noise on the shelves by being a little more discerning, thoughtful, considered – not just bringing you the finest modified Japanese motors the world has to offer, but also telling you interesting things about them. Piquing your intrigue. Laying out the facts like a delicious picnic, ready for you to graze with casual abandon; a morsel of horsepower here, a nugget of carbon fibre there, perhaps a soupçon of Alcantara... But when you're faced with a car such as this one, it's hard not to acknowledge the obvious, and there's only one thought that immediately springs to mind: GREEN. Damn, that's green. It's the greenest thing since Kermit and the Hulk felt up a couple of Ninja Turtles in Postman Pat's home town, thus turning the townspeople a certain envious colour.

So yes, we've got the glaringly in-your-face thing out of the way first. This 350Z really is very green and it would be most short-sighted not to mention that. It is, in fact, a stock-palette Mazda colour, rather than some kind of

unique House of Kolor candy creation – you'll recognise it if you've seen those TV ads for the Mazda 2; it's a shade called 'Spirited green'. And thank goodness it is, as that gives us a neat segue into the owner of the machine, so we can stop banging on about the hue.

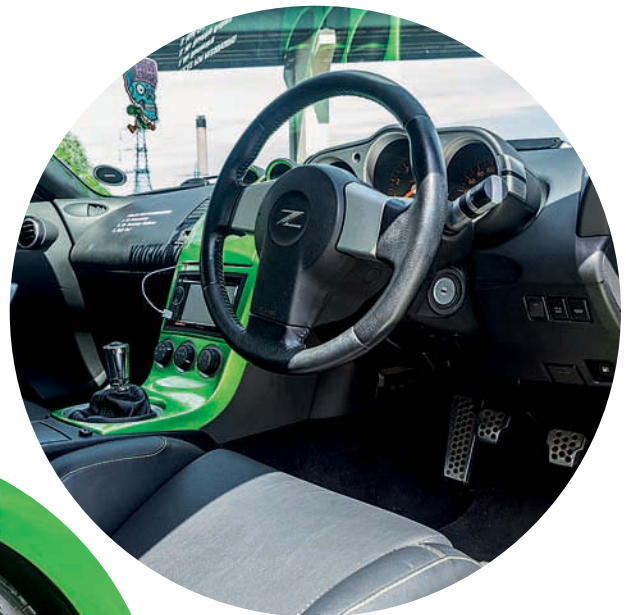
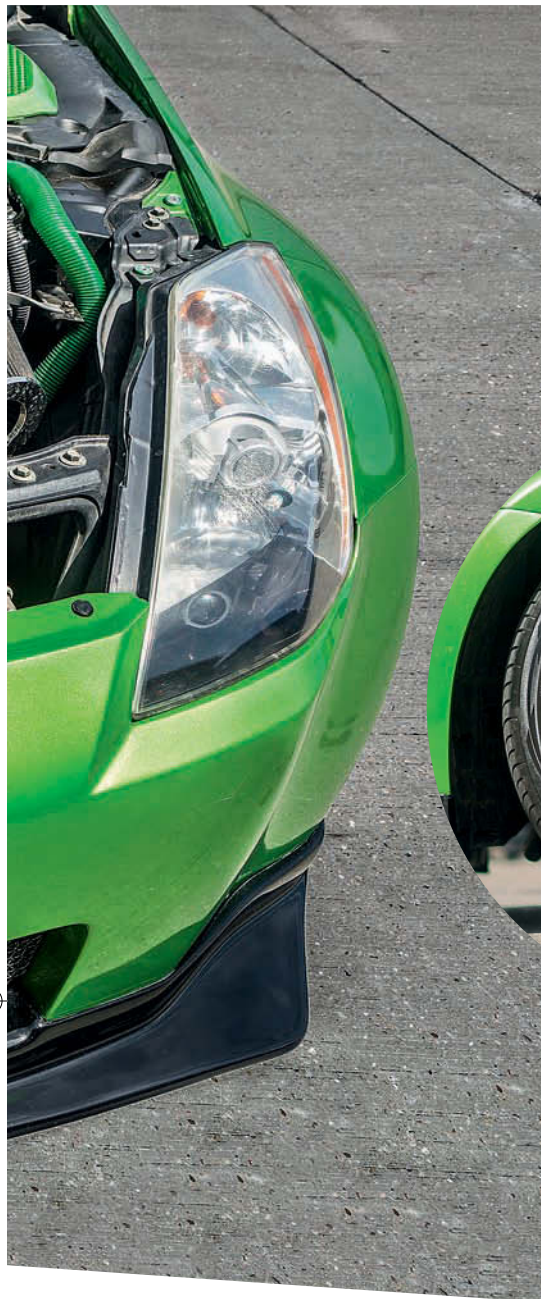
Craig Smith, you see, is a rather spirited fellow. If you're a regular showgoer – hell, if you've only been to one show recently – you'll more than likely have seen him flitting about the crowd, facially hirsute and resplendent in cheeky grins, having brought his acid green creation out to play once again (ah, sorry, we mentioned the colour again. Must try harder). He's a social butterfly, a stalwart of the show calendar, someone who can't get enough of meets, get-togethers, gatherings, whatever you want to call them. And he's not just there to polish his paintwork (sorry) either, he's there to exploit the rorty ballistics of Nissan's amusingly noisy VQ35DE V6; on street and strip, here is a chap who can't help but get his toe down.

"The car gets a lot of attention as I'm driving it around," he says, somewhat stating the obvious. "I drive it daily to and from work, and also get out to a few shows and meets; people's ears prick up at the noise, and then

they turn to look and get drawn in by the green paint..." Ah, you see, he's doing it too. That respray really is a talking point.

It's not just attending shows that flicks Craig's petrolhead switch; sure, he's waist-deep in the scene, but it goes further than just turning up. He's on the admin team for the Rev-Illusion Car Club – look 'em up on Facebook – as well as being instrumental in the ubiquitous charms of Team Beard. And if you haven't heard of the latter, they're a thoroughly modern collective who espouse the virtues of combining awesome motor cars with ostentatious face-furniture. You may not think that these two disparate disciplines sit happily together, but take a look around you next time you're at a car meet – more people than you think are rocking the Hoxton fuzz, so it makes sense to form a community around two things that people feel so passionately about these days: horsepower and hairy faces. And it's not a sexist, exclusionary thing; we haven't actually asked, but we presume the female contingent are encouraged to let their razors rust too. Right on.

It makes sense that if you're going to be such a presence in the scene (he doesn't call



"The car gets a lot of attention as I'm driving it around"



The more you look, the more clever custom green details you'll find dotted over the car...



| Z33 Nissan 350Z |



“People’s ears prick up at the noise, and then they turn to look and get drawn in by the green paint...”

himself a scene celebrity, that’s for other people to say...) then you’d better arrive at places in a car that can walk the walk. So way back in 2005, when we were all watching *Desperate Housewives* for the first time to distract us from Busted splitting up, the import elves were arranging the shipping of a reasonably busy boxfresh 2003 350Z over to Blighty from Japan. Well, to be pedantic it’s a Fairlady Z, but tomatito-tomarto. Now, this is a pretty tangy proposition even in factory spec, as you may well be aware. You get a thudding great 3.5-litre V6 up front, driven wheels at the rear, oodles of Z-car heritage stretching back across the generations, and a handy combo of 287hp and a kerb weight of 1450kg-ish. Respectable numbers, and a respectable little car. Of course, it was never going to remain stock...

“Someone crashed into the back of it in 2012, which did allow me to knuckle down and crack on with how I wanted the car to look,” Craig explains. Along with the necessary repairs to the bodywork – the damage, thankfully, wasn’t too extensive – the Fairlady now finds itself adorned with custom bumpers in the form of an Aerokit Spec R item at the rear and a uniquely smoothed OEM affair up front. There’s a Stillen roof spoiler to top it off and, of course, something’s happened to the colour (did we mention?). You’ve probably noticed the way the thing sits too – like a motion shot of a spacehopper caught on its downward bounce.

“There are HSD Dualtech coilovers all round,” he says, and for our shoot they seem to be wound down to the stops. Although we suspect that, to appropriate another cliché, that’s just how he rolls.

Filling those gleaming arches are a set of Volk TE37s, a rim design that’s proved to be enormously popular in the JDM scene for good reason – simultaneously imposing and dishy, and with a very clear difference in spoke angle from front to rear if you specify staggered widths, as Craig has. In this case, they’re 9.5x18” on the front axle, with an extra inch of width apiece at the rear. They’ve been powdercoated black to fit in with the scheme of the build, and detail nerds will enjoy the custom green Volk/Rays decals. Oh, and if custom green-and-black badging tickles your pickle, you’ll find plenty of that kind of business going on with the front wings and bootlid. Devil’s in the detail, right? Or in this case Shrek, or Mike from *Monsters Inc.*

Okay, so we mentioned that the stock motor was a playful little thing. Craig’s been hard at work liberating a few extra ponies with the judicious application of some smart tricks; you’ll have clocked that the underbonnet area is no less chlorophyll-tinted than the rest of the car, and hidden within you’ll find a 5/16 plenum spacer (a must-have mod for 350Z owners – it’s a piece of cake to install, increases the volume of the inlet plenum, and stealthily throws an extra 10-15hp into the mix), along with the

no-brainer filter/exhaust combo – in this instance, JWT Popcharger induction and a Cobra Sport 3.5” system with Japspeed de-cats respectively. Not a list of mods that are going to set the world on fire, but they will do just that to a decent air-fuel mix and create a lot of fun in the process. Craig reckons he’s looking at somewhere comfortably north of 300hp, which certainly isn’t a figure to shrug off.

The car, as we say, is a daily driver as well as a show hack, so Craig’s put a bit of thought into upgrading the interior to be both usable and comfortable as well as supportive. He has also hand-crafted his own seat bases, which hold in place a set of custom-made Cobra Daytonas – black with green stitching, naturally. And there’s some green on the centre console too. Why not, eh? The Jolly Green Giant, Oscar the Grouch and the Grinch will surely all be fighting Yoda for the keys.

There are plans for the future too, of course. There always are: “I’m aiming to go with more of a track-style look for 2015, as I’m planning to use it on the track a lot more,” he reveals. “And I’ll be supercharging it too. Then there will be a flocked interior, Grip Royal steering wheel, and maybe I’ll go a few millimetres lower...” Sounds like he’s been taking notes at all of these shows he’s been swanning about at, doesn’t it? Good lad. Every day’s a school day.

Time to unashamedly make reference to the colour again? Phew, it’s been a struggle to keep it in. That ballistic, eye-searing shade really does characterise this Fairlady build, and you’ll certainly be spotting it out and about in the near future. Thanks to the shouty paint, you’ll easily see Craig coming – but he may not be there for long, his lustrous beard wafting in the vortices created by his hundreds of rampaging Yokohama horses. Don’t worry though, you’ll undoubtedly catch up with him at a show sometime soon. He’ll be the one with the beard, you can’t miss him 🌟

Engine & transmission:

VQ35DE 3.5-litre V6, Japspeed de-cats, Cobra Sport 3.5” cat-back system, 5/16 plenum spacer (anodised green), JWT Popcharger induction

Chassis: 9.5x18” (front) and 10.5x18” (rear) Volk TE37s powdercoated black with custom green Volk/Rays stickers, 255/35 (front) and 275/35 (rear) tyres, 20mm Eibach hubcentric spacers all round, HSD Dualtech coilovers

Exterior: Mazda Spirited green, Aerokit Spec R rear bumper, custom-smoothed front bumper, Stillen roof spoiler, custom green and black badges

Interior: Custom-made Cobra Daytona bucket seats (black with green stitching), custom seat bases, colour-coded centre console, Pioneer AVH double-din head unit, Bose speakers

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| Honda Civic Drag Cars |



CHASING THE NINES

With Honda Civic drag cars that have each recorded ten second quarter-mile times, Amy Bradley and Dan Frost are probably one of the fastest couples in the UK. And now they're gunning for the nines...

Words: Andrew Biddle Photos: Matt Woods



| Honda Civic Drag Cars |



Who are you racing? Yourself? The clock? Or is it the driver in the other lane, their gaze locked on to the Christmas tree lights separating the two cars? For the quarter-mile novice, it starts with the clock, for time is a universal constant that cannot be cheated. It's the benchmark, the reference from which every subsequent run can be consistently measured.

Then it becomes a race against yourself. The reaction, the launch, the gearshifts – it

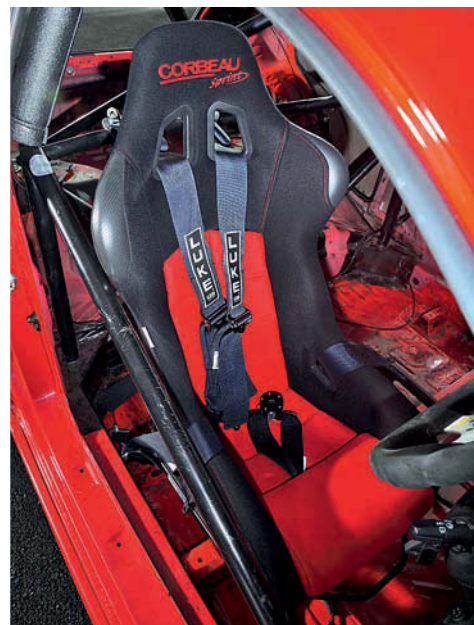
becomes a relentless pursuit of perfection as each step of the process is analysed and honed. Advice and tips may come your way, but in the driving seat, there's no-one else involved. It's your potential against the best of you so far, with nowhere to hide.

Lastly, your concentration can split between the rhythmic dance of hands and feet lasting 1320 feet and the opponent who starts alongside. It's still a race against the clock and yourself, but the desire to flash through the final timing beam ahead of the other driver eclipses other considerations

in the heat of the contest.

Or that's how it plays out in a world devoid of emotion. Let's face it, from the first moment you creep up to the start line and fixate on the light bar in the centre of the track, human nature kicks in and all you want to do is win, win, win. Technique and time can wait for another day, because you will be coming back again. You're hooked, you see?

For Amy Bradley and Dan Frost, the owners of this fine pair of Civic drag racers, the addiction is entrenched. Amy got her initial taste of the strip back in 2008 at a Run





What Ya Brung event, with Dan's first brush with the quarter-mile coming in 2011 at the wheel of his Citroën C2 daily driver (let's just gloss over the fact he owned a French car, okay?). In both cases, the escalation from casual runner to regular participant quickly ensued but rather than satisfy their individual need for speed, it left them wanting more. As their techniques improved and the times dropped, it became clear that the machinery was holding them back. And if building a dedicated drag car was on the cards, then competing with it was the next logical step.

For Amy, this realisation occurred in 2012. By this point, her Civic Type R road car had already been supercharged to 298bhp and then injected with nitrous for a healthy 362bhp, but still Amy wanted to go faster and pushing her daily driver to its limit on a weekend didn't seem like an entirely sensible proposition – the Monday morning commute is bad enough without a broken car thrown into the mix.

Sticking with Honda's hatchback family, she bought this earlier EG as the base for her drag build. I asked her why she decided to

stick with a Civic rather than opt for something rear- or four-wheel drive to sate her thirst for speed: "Civics are really lightweight even before getting the grinder out," she explained, continuing with the observation. "A lot of people in the States are using Civics and look at their achievements!" It's hard to argue against that reasoning, particularly since the Speedfactory 'Outlaw' Civic set a new benchmark for a stock chassis FWD drag car with an astonishing 7.91sec pass at the end of 2013. Clearly there's potential for Amy then...



| Honda Civic Drag Cars |



Dan was likewise influenced by the performance of others. As he got more involved with drag racing and became used to sharing track time with the runners in Santa Pod's newly-formed UK FWD Drag Series, he couldn't help but be impressed with the speed of the Civics, in particular the battle between the EP3 Hondas of CPL Racing and TDI North. Having seen what was possible, Dan set out to engineer a purpose-built EP3 Civic Type R that could net him a similar slice of success at the strip.

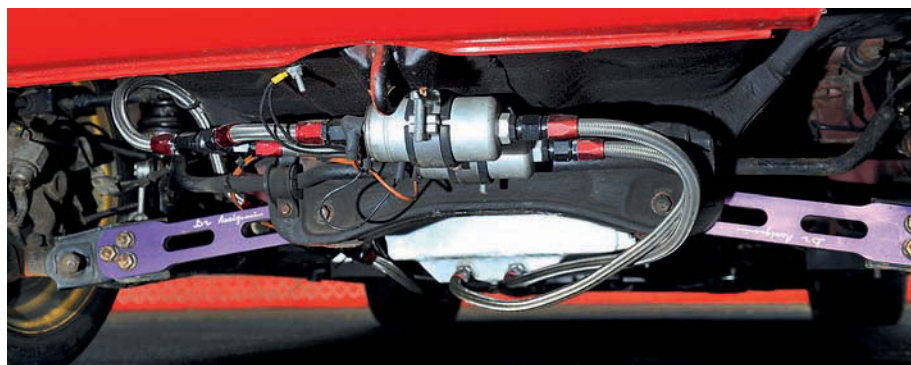
To accomplish that aim, Dan turned to Guy Chamberlain at CPL Racing to tap into his extensive knowledge of how to make big

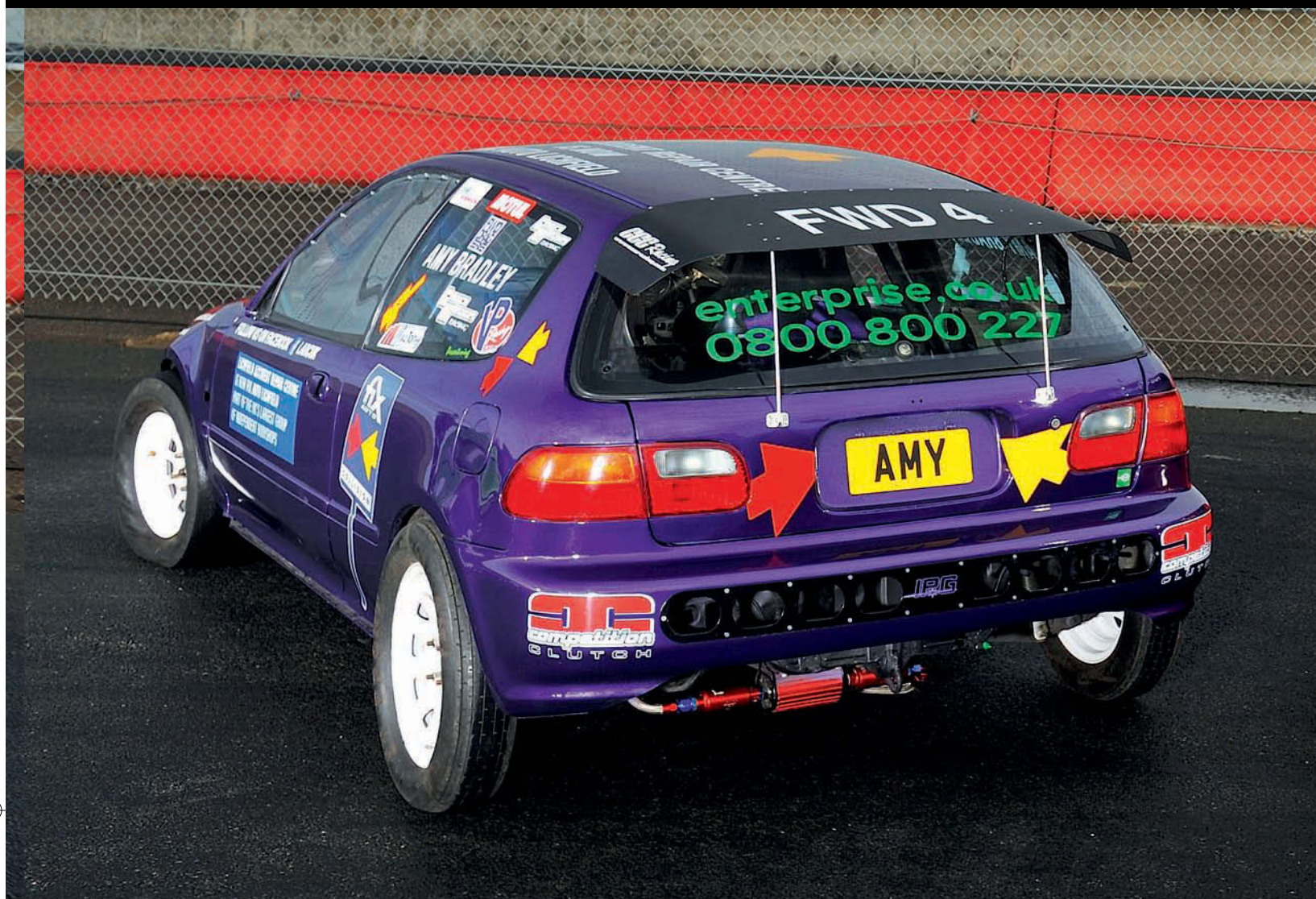
power with Honda's K20 VTEC. To do so reliably, CPL beefed up the bottom end with a quartet of forged pistons thrown up and down the sleeved cylinders on a set of Eagle con rods. Meanwhile, the cylinder head was ported to aid gas flow and the valve gear uprated to produce consistent responses even at sustained high revs.

With the K20 endowed with the requisite strength and flow capability to make high power, attention turned to the delivery of fuel and air to the Honda's combustion chambers. It's a simple equation – squeeze more in and you'll get more out – and in the EP3's case, CPL advised that a Garrett GT3582R on one

of its custom-built turbo kits would hit the sweet spot for Dan's power targets. A pair of Bosch 044 pumps and large 2000cc injectors mounted in a CPL fuel rail take care of the delivery of fuel to the engine, and the task of accurately matching the ratio of fuel-to-air volume is entrusted to an AEM engine management system. All told, the result is a heady 630bhp running on VP race fuel with, according to Dan, "plenty more to come".

Switching our focus back to Amy's EG, the same recipe applies but with different ingredients. Firstly she's working with the K20's forerunner, the venerable B-series that has established an incredible track record





over the years as a drag racing powerhouse in both all-motor and force-induced guises.

With so many well-documented builds over in the States, perhaps it's no surprise to find a number of tried-and-tested components from American tuning brands on the B18's spec sheet. The Golden Eagle-sleeved block houses a similar combination of CP pistons and Eagle rods, but the lower capacity engine utilises a BorgWarner midframe turbo and Precision intercooler for added puff.

With larger injectors and the extra boost provided by C16 race fuel, the B18 has returned figures of 616bhp on the dyno – that's more than three times its stock

normally aspirated output.

The aspect of Amy's build which is even more impressive is just how well put together the EG's powerplant was straight out-of-the-box, for this is a new engine built over the course of two months in the middle of 2014. After a difficult year with reliability in 2013, Amy was getting the performance and consistency from the Civic that she wanted; she had 600bhp under the ball of her right foot and the Honda felt faster than ever. This point was proven at Ultimate Street Car at the beginning of August, when she ran a new personal best time of 10.72sec, hitting a terminal velocity of 141mph.

It was a reason to celebrate, but one that was short-lived as the engine grenaded and smashed its internals to pieces. A couple of frantic (and expensive) months later, Amy was back at Santa Pod for the final round of the UK FWD Drag Series, the freshly-built B18 safely ensconced within the EG's engine bay and ready to run. And run it did, straight to another new personal best with a stunning pass of 10.40sec, immediately paying back the hard work and effort put in by Amy and her supportive friends.

With that performance closing out a memorable 2014 that saw Amy finish in fifth place in the UK FWD Drag Series and



| Honda Civic Drag Cars |



DAN FROST'S EP3 CIVIC TYPE R

Engine: 1998cc Honda K20 i-VTEC inline four-cylinder engine with turbo conversion, CPL Racing fully sleeved block, CP pistons, Eagle rods, ported cylinder head, Supertech springs and retainers, CPL fuel rail, CPL turbo kit, Garrett GT3582R ball-bearing turbocharger, twin Bosch 044 fuel pumps and filters, Injector Dynamics ID2000 injectors

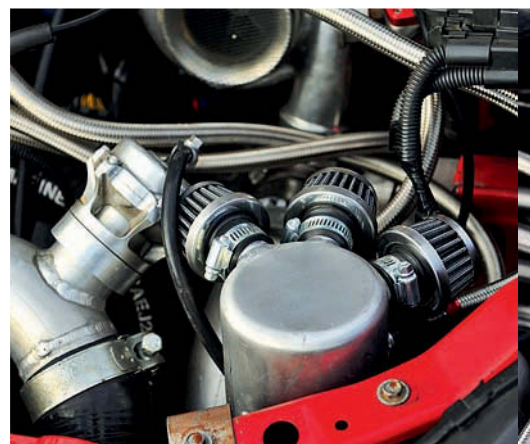
Transmission: Competition Clutch twin plate clutch, MFactory differential, Driveshaft Shop driveshafts

Chassis: American Racing VN47 Vector drag wheels, M&H Racemaster 24.5x8.5x15 drag slicks, BC Racing coilovers

Exterior: Carbon fibre tailgate, carbon fibre bonnet, custom fibreglass front wings, polycarbonate front windows

Interior: Hauser Racing 8.50 roll-cage, RW Developments custom fuel tank, Corbeau Sprint seat, Luke six-point harness

Contacts/thanks: Fix Auto Lichfield (01543 263377 or www.fixauto.com); Lisa at Competition Clutch (001 800 809 6598 or www.competitionclutch.com); Dean at RW-Developments (www.racework-developments.co.uk); Jeff Ludgate at Track Stuff Racing Fuel and Track Tyres (www.trackstuff.co.uk)





AMY BRADLEY'S EG CIVIC

Engine: 1797cc Honda B18 VTEC inline four-cylinder engine with turbo conversion, Golden Eagle sleeved block, CP pistons, Eagle rods, fully ported and polished cylinder head, Skunk2 Pro 1 camshafts, BorgWarner S366 XL turbocharger, Tial 60mm wastegate and blow-off valve, Precision intercooler, Aeromotive fuel system, Injector Dynamics ID1600 fuel injectors, AEM V1 engine management system, C16 race fuel

Transmission: Clutch Masters twin plate clutch, Driveshaft Shop 5.9 driveshafts

Chassis: Matching Spin Werkes slick and skinny wheels, M&H drag slicks, Omni-Power drag coilovers

Exterior: Full respray from Fix Auto Lichfield, CCC Racing drag wing and polycarbonate front windows

Interior: Fully stripped interior, multi-point roll-cage, Recaro bucket seat, Luke harness, custom fuel tank

Contacts/thanks: Andy and all the lads at Fix Auto Lichfield (01543 263377 or www.fixauto.com); CCC Racing (www.cccracing.com); Future Motorsports (0116 260 0649 or www.futuremotorsports.com); Terry Turner Autos, Lichfield (01543 418896 or www.ttautos.co.uk); Jeff Ludgate at Track Stuff Racing Fuel & Track Tyres (www.trackstuff.co.uk)

| Honda Civic Drag Cars |



Amy and Dan are both chasing that nine second pass and won't be satisfied until they are holding the verified timeslip in their hands...



become the fastest female in European front-wheel drive drag competition, she can't wait to get started on her 2015 campaign. The Civic is scheduled for another visit to Future Motorsports for further tuning and mapping, and Amy's hopeful that they can push the Honda's output north of 700bhp.

Dan had a great 2014 too, making substantial progress with his technique and race-craft. At the beginning of the year, his personal best time along the quarter-mile stood at 11.40sec with a top speed of 127mph, but by the time the season closed out, he'd done more than merely shave a few tenths off that PB. During a RWYB event in October, Dan's EP3 streaked down the strip from a standstill, flashing across the finish line just 10.25 seconds later. Throughout the season, Dan had picked up speed too, hitting 142mph during that run.

His progress was clearly seen in his competitive performances too. Despite being

a newcomer to the UK FWD Drag Series, he regularly progressed to the quarter and semi-finals, amassing enough points to take third place in the standings at the end of the year. Another season highlight was at the annual Outlaw Shootout, where Dan secured the runner-up position.

Looking ahead to the 2015 season, he's determined to continue making progress, mindful that the law of diminishing returns means the extra time and money required to make the Civic even faster probably won't yield the same dramatic improvements in performance that he saw in 2014.

Even so, there are still areas of the Honda that Dan has earmarked for improvement – the gearbox being one of them – and so he's enlisted the help of Dean Rogers of RW-Developments to begin a comprehensive overhaul of the Civic's current setup and specification. At the moment, Dan's keeping tight-lipped about exactly what that entails –

no point giving the game away sooner than is strictly necessary, is there? – but the general overview is "a lot more power".

One thing is for sure: Dan and Amy have their sights firmly fixed on breaking into the nines during 2015. Will they do it? The way to find out for yourself is to follow their progress in the U FWD Drag Series this year. Certainly, with both Civics having the wick turned up over the winter break, they should hit the strip toting the level of engine and chassis set up capable of breaking through the ten second barrier.

It will obviously be up to Amy and Dan to realise that potential, seamlessly threading each part of the run together in an attempt to pare the times back even further. They are both chasing that nine second pass and won't be satisfied until they are holding the verified timeslip in their hands. When it's all said and done, perhaps drag racing really is simply a race against the clock... 🚩

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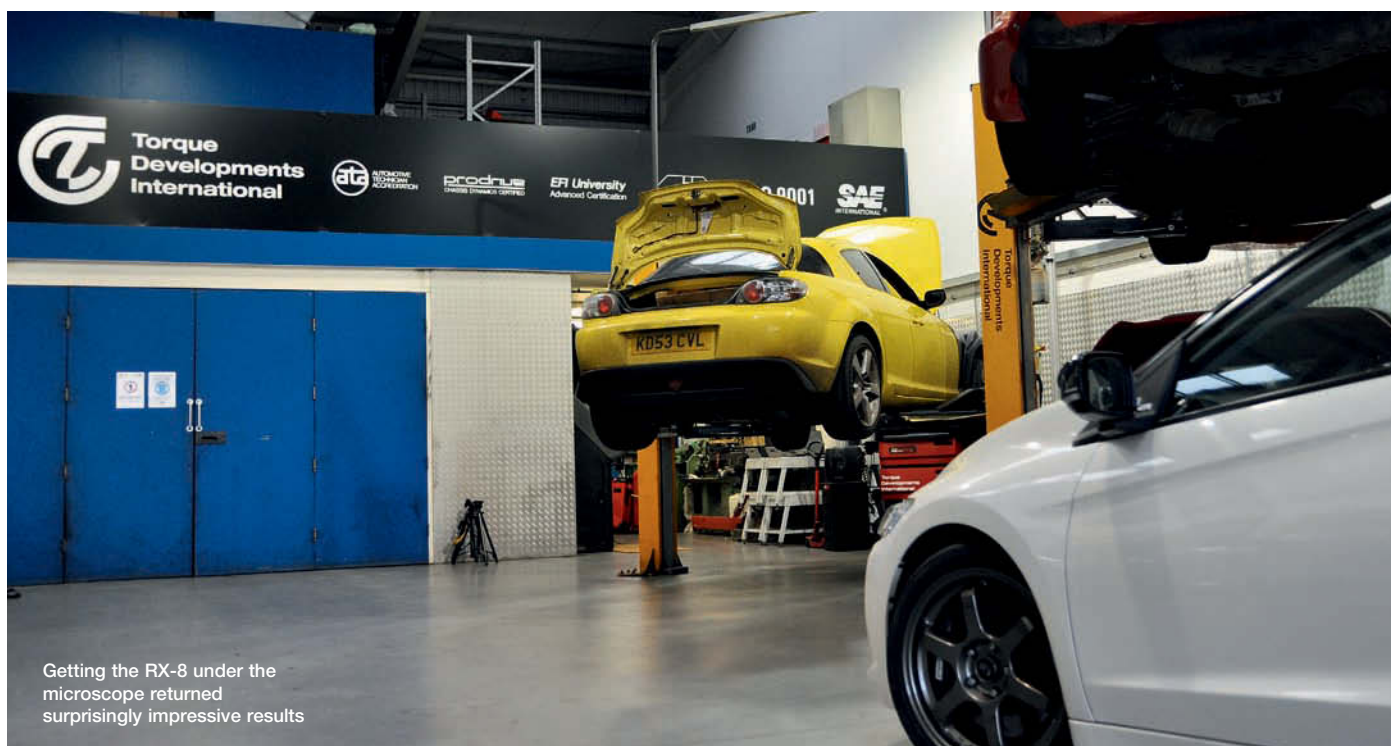
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OUR CARS



Getting the RX-8 under the microscope returned surprisingly impressive results

Pettit Racing has supplied us with our latest project car – its ex-development Mazda RX-8

BANZAI

BANZAI/PETTIT RACING SE3P MAZDA RX-8

Comments?

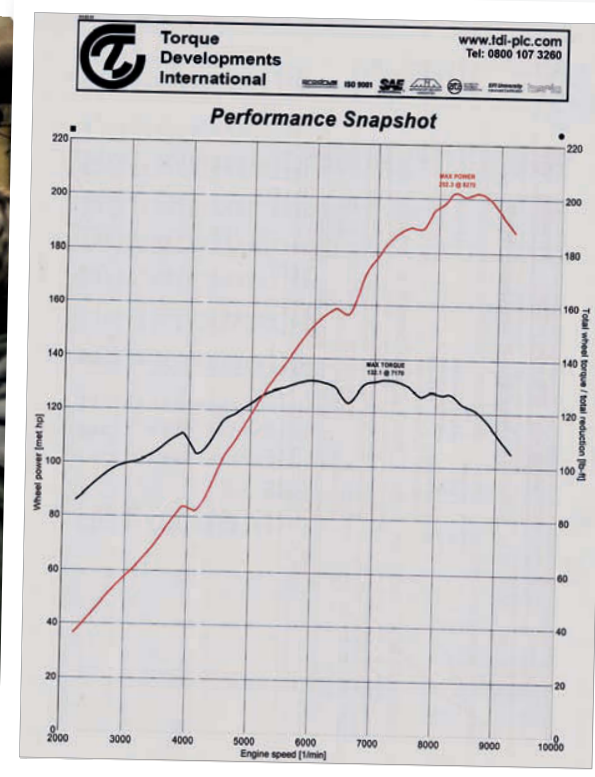
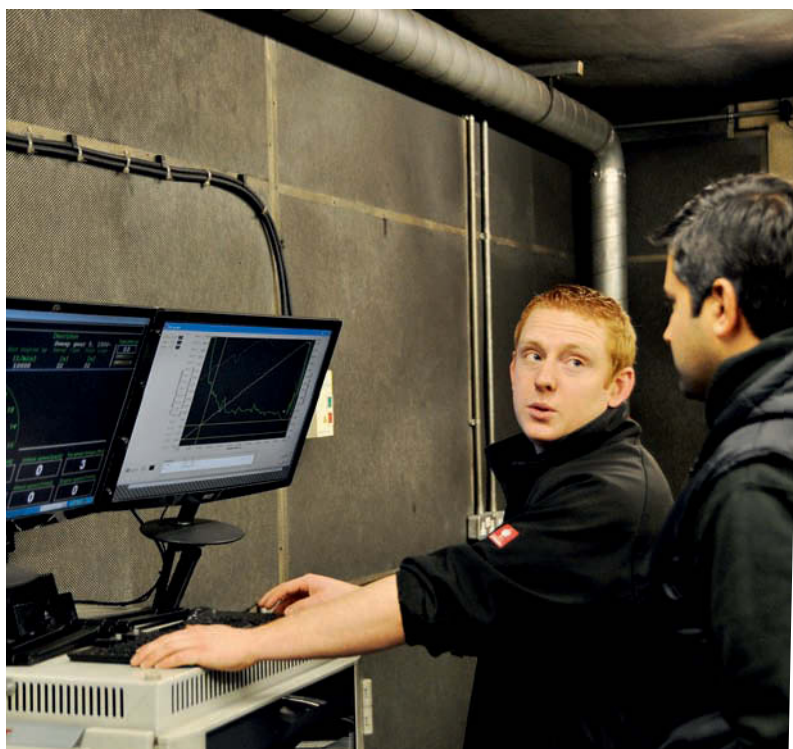
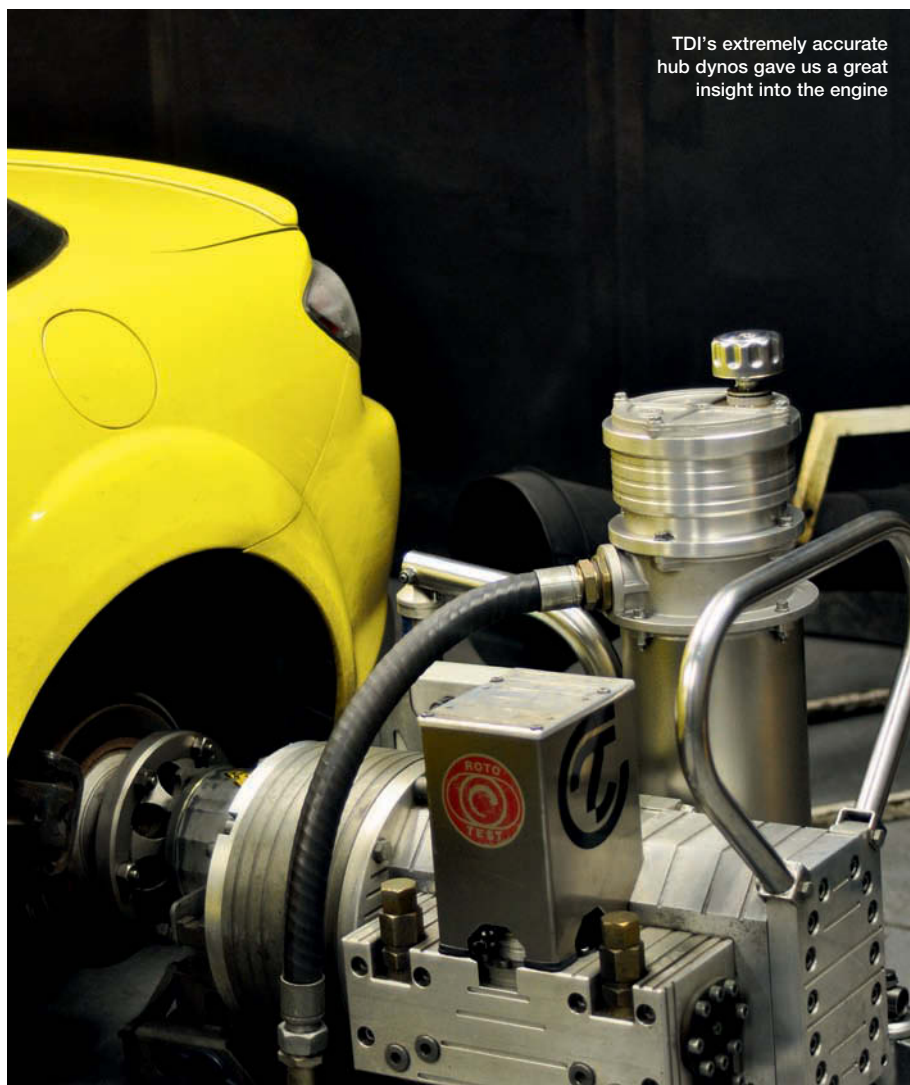
Contact us at banzai@unity-media.com

We've already mentioned how our RX-8 hasn't had the easiest of lives since its creation, spending almost as much time out on track as a development vehicle as it has on the road.

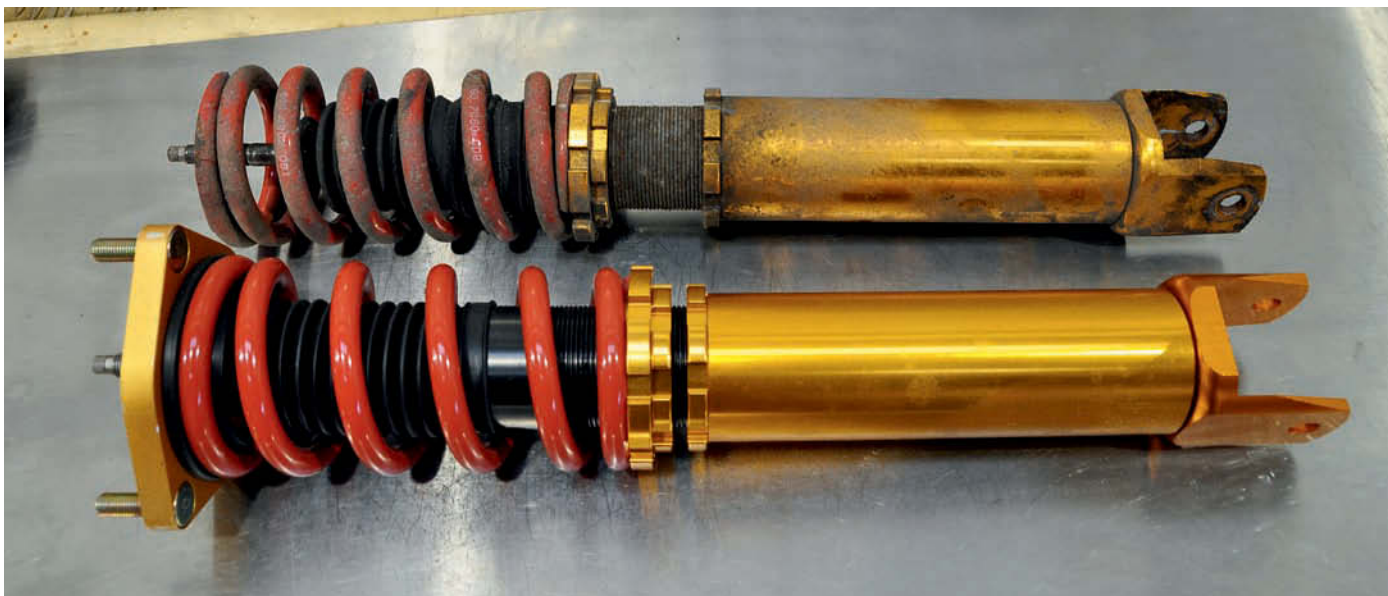
It's for this reason that the car recently spent a day at legendary tuning house Torque Developments International (TDI), undergoing a full inspection and check-up. First up was a run on the company's state-of-the-art hub dynos where we could get an accurate reading on how many horses the car is kicking out of its rear wheels.

Standard RX-8s were claimed to have a power output of around 231bhp at the flywheel from new. And with our car benefiting from a fully built engine, comprehensive cold air intake system and Pettit Racing race exhaust, we were hoping for slightly more than this figure from our yellow marvel. Thankfully, we weren't disappointed, with a very solid result of 202.3bhp @ 8270rpm at the hubs translating to around 235-240bhp at the flywheel. When combined with the very strong delivery of torque throughout the rev range, thankfully this is exactly the result we were expecting at this stage.

TDI's extremely accurate hub dynos gave us a great insight into the engine



OUR CARS



Above: Here is what years of race track abuse looks like!
Brand-new coilovers have sharpened up the ride considerably

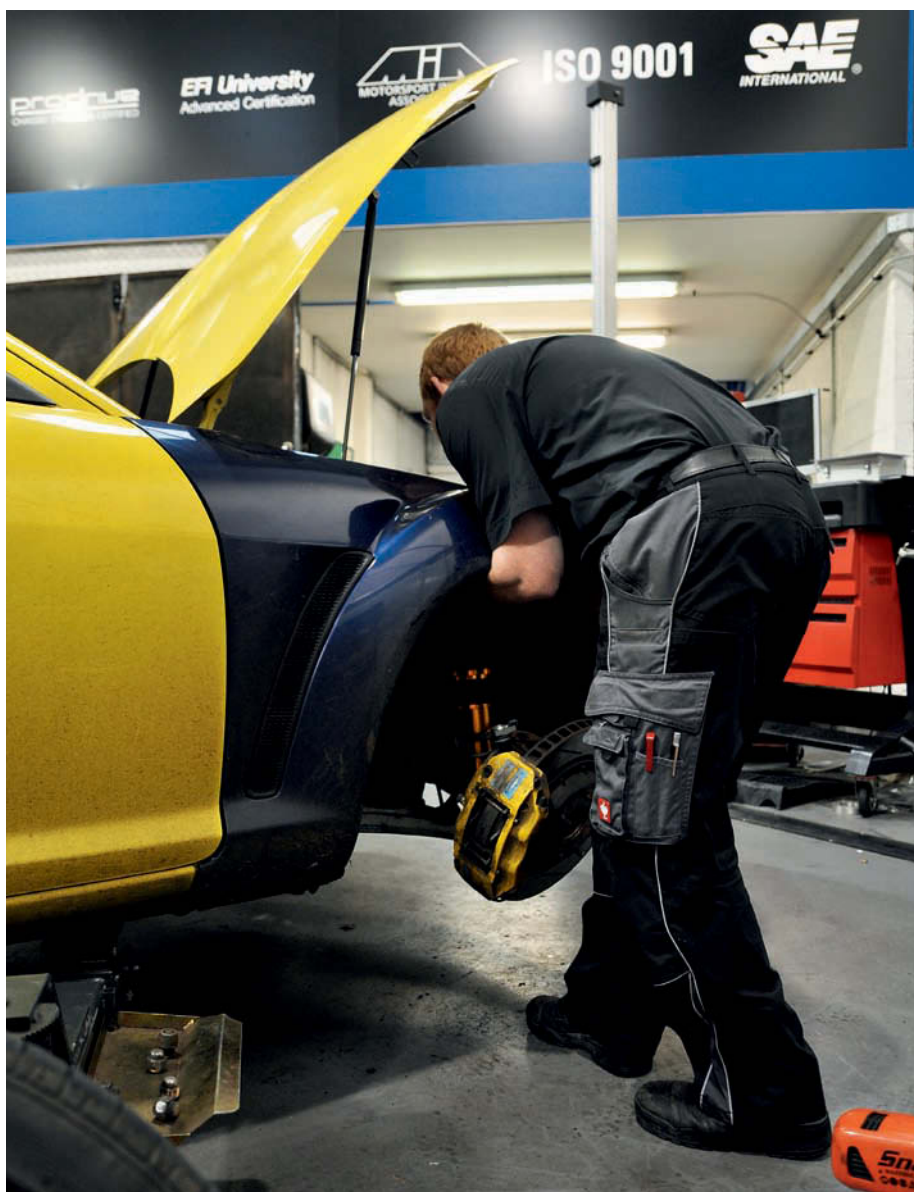


With everything under the bonnet running smoothly, next up the guys at TDI got the Mazda up on to the ramps to see what secrets were lurking deep in the car's underbelly. Pettit Racing had informed us that some of the suspension components might eventually need replacing thanks to the car's extensive track use, but we were pleasantly surprised with the condition of the chassis, confirming just how solid these cars really are.

General wear and tear meant that the front offside upper control arm had created a knocking noise through distortion, so this was promptly replaced. We also replaced the Pettit Racing Stage 3 coilovers with like-for-like items as the previous units were coming close to the end of their useable lifespan. The plan is to eventually replace the entire suspension setup with something tailor-made for our exact needs, but needless to say the car's ride has been vastly improved already thanks to these small upgrades 🌟

Contact:

Torque Developments International
(www.tdi-plc.com or 01708 866609),
Pettit Racing UK (www.pettitracing.co.uk
or 0844 984 6666),
Bespoke Performance (www.bespoke-performance-parts.eu or 0844 984 6666)



Sam's attempting to transform his CTR from sporty grocery-getter to track-focused pocket rocket with the help of some choice modifications

BANZAI



SAM PRESTON EP3 HONDA CIVIC TYPE R

Comments?

Contact me at spreston@unity-media.com

After several months of very little excitement in my automotive life, things seemed to happen all at once over the Christmas break. Firstly, I finally managed to find someone worthy of taking over the reigns of my old EF Civic saloon in the form of an old friend. This thankfully means I can keep tabs on the progress this car takes, and based on the new owner's plans, there should be another very lovely old-skool Civic sedan to show off

during this year's show season.

Not wanting to end up in a miserable, car-less state for too long, and with slightly more funds now at my disposal, I knew that if I didn't take the plunge and buy a new car at this point, I probably never would. You may remember my ponderings in previous months as I began looking for a DC2 Integra as my new project car. So how on earth have I ended up with a Nighthawk black EP3 sitting on my driveway instead?

Before you think I've settled for second best, hear me out... There's no denying it – prices of decent DC2 Integras have shot up in the past 12 months, to the point where it is almost impossible for me to find a reliable model that will serve my commuting and travelling needs without forking about double

the budget that I was willing to spend. These cars have now deservedly reached 'iconic' status, and I thought it was best to leave them to those who have the proper skills to keep them alive. They are still right up there on my bucket list of cars to eventually own, though...

A few things made me settle on an EP3. The slightly more modern base with its six-speed 'box is far more likely to get me to and from all the events and photoshoots I attend up and down the country whilst retaining just as much VTEC-laced excitement as the Integra when I get the urge. Also, this model of Civic seems to have hit the sweet spot at the moment between affordability and tuneability, meaning that I have an ocean of

OUR CARS



performance parts to choose from to enhance my new ride. And to me, that is a rather exciting prospect!

It's for this reason I forked out a surprisingly small amount of money for this mint 90,000-miler with a comprehensive history. It's a 2003 pre-face-lift model (in my eyes, more subtly attractive than its face-lifted counterpart), with not a dent or scratch to be seen on its immaculate bodywork.

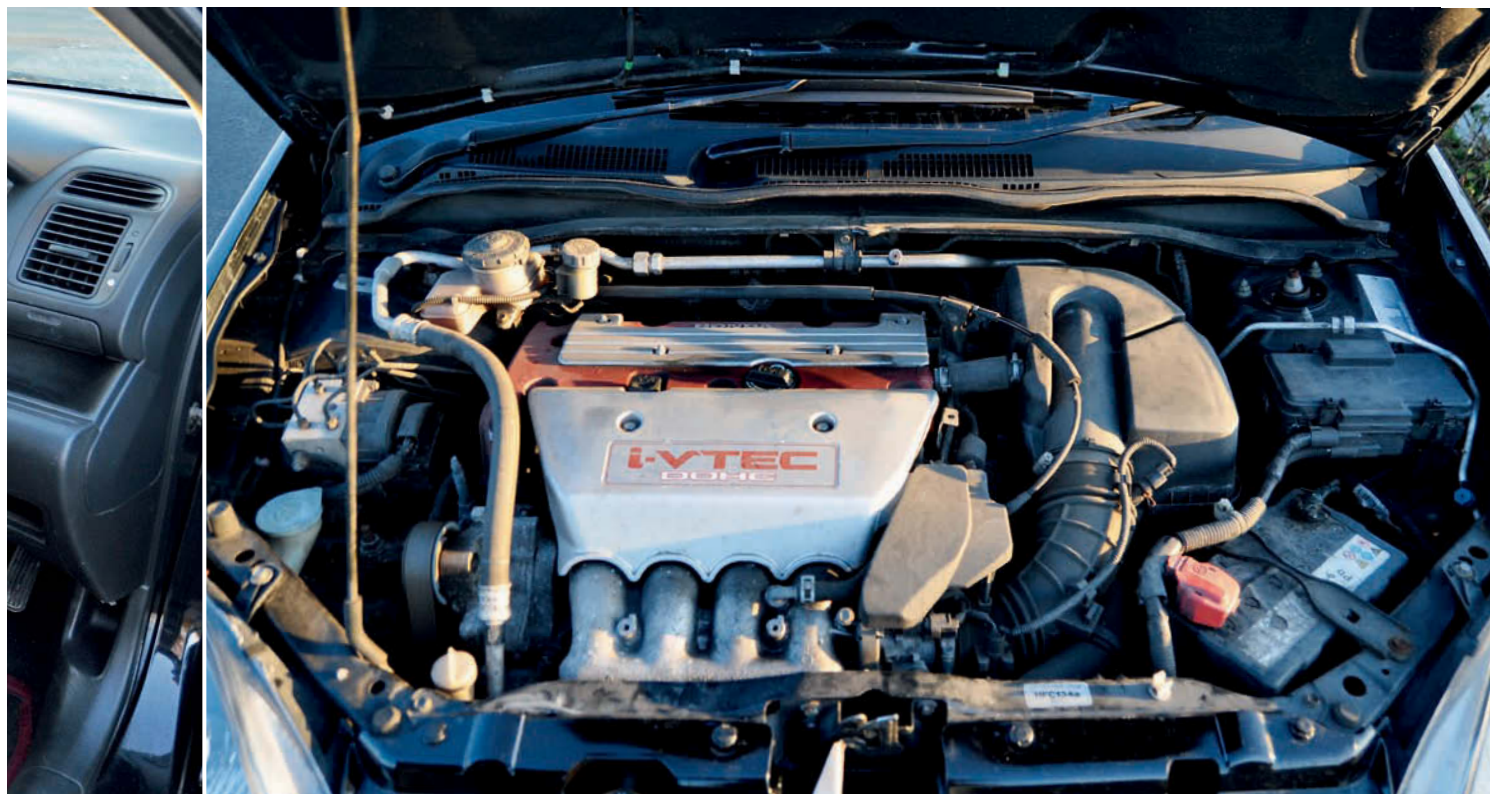
First impressions? So far, the car has blown my previous Honda experiences out of the water. Up until now I've only really driven cars from the B-series generation and earlier, which are renowned for their cheap,



Sam's been pleasantly surprised so far with how well his new EP3 drives

Sam's attempting to transform his CTR from sporty grocery-getter to track-focused pocket rocket with the help of some choice modifications

BANZAI



lightweight interiors and somewhat unrefined, raw ride, especially when modified. It struck me after only a few days of ownership, when wafting down a smooth A-road in the quiet, warm cabin, that this car is a distinct step up from Hondas of old. It's got a solid, luxury feel which fills me with confidence and a feeling of comfort that reminds me of expensive German cars more than I thought it would. I think some well-thought out modifications should help this car hit a nice balance between comfortable cruiser and rabid circuit smasher.

A good place to obtain inspiration for enhancing the EP3 is the JDM version of the British-built hatch. Wanting to sell the car

over in Japan but not happy with the softness of the Europe-spec example, the Japanese version featured a raft of upgrades that ensured that it was much more rewarding to those who like to drive hard. An LSD, stiffer suspension and some pretty comprehensive engine tweaks all featured on the version that eventually made it to Japanese shores, and are also all modifications which are high up my to-do list.

One of the only factors letting my particular car down comes in the form of poor judgement by one of the previous owners. The kerbed wheels are shod with a mis-match of low-budget rubber on each

corner, which is really limiting the way the car lays its 197bhp down, especially in the wet. Why anyone chooses to opt for cheap tyres on such a potentially rewarding car is a mystery to me, but at least this gives me a starting point for the modification process. I have never been a fan of the standard 17-inch wheels anyway, so will be changing them up for something lighter and more pleasing on the eye in due course, complete with some premium rubber of course. Watch this space!

If you've owned an EP3 and have any recommendations on what I should do to mine, feel free to hit me up on spreston@unity-media.com! 🌟



OUR CARS



CINNAMON LACEY NA6 MAZDA MX-5

Comments?

Contact me on clacey@unity-media.com

This was the last part of the welding stage for the little Mazda. By means of a quick recap, you'll recall The MX5 Restorer had uncovered what seemed like deep-lying, terminal rot, but thanks to the skill and expertise of the team, they've managed to help the MX-5 pull through. The inner sill and arch panel were already repaired, so it was only the driver's side rear jacking point and sill end plate section that needed some love and attention. The guys started on the jacking point and cut

out the rusty metal around the area to be repaired. They ground back the metal to leave a nice clean surface and then applied a rust inhibitor. Once that had dried, they added a zinc primer to the metal.

Two new sections of metal were required for this repair. The first was the larger panel, which had to be cut out and the inside painted with a zinc primer. Once this panel was ready, the process of rebuilding the jacking point began. The panel was welded to the jacking point area and spot welded to the inner sill panel at the bottom. At this point, the second repair section was cut. You can make out this second section from the photo. It's the one being held on by the bottom grips. It's 50mm at its longest length and creates the rear of the jacking point area that joins on to the side of the sill end plate area.

The sill end plate area was then cleaned up

with the same procedure as the jacking point and a template cut from card to measure up against the sill end plate area. This enabled The MX5 Restorer to get the desired shape. The repair section was then cut out using the template with cuts made around the edges so the side could be bent and shaped to the arch and lip. Once in and lined up, the panel was welded in place and a circle drawn on the sill end plate. This was to allow for a new rubber grommet to be installed.

Once the welding was finally finished, a seam sealer was applied all-round the welded areas (see photos). When this had finished drying, Dinatrol underseal was applied to the repairs areas too. I don't want the little MX-5 rusting through again and I'm sure neither does the team at The MX5 Restorer! It's now on to paint and fun stuff so it's looking good for the summer! 🌸



Cinni's MX-5 is being built as a super fun street toy and will also venture on track from time to time...

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MOTORSPORT



TURN BACK THE TIME ATTACK

In the tenth successful year of the acclaimed UK Time Attack championship comes the announcement that 2015 will also play host to the Classic & Retro Time Attack series, which will run on the same calendar as the main events.

Cars entering must be at least 25 years old, giving classic car owners the chance to benefit from the unique set of rules which allows Time Attack to stand unrivalled in the motorsport world.

The non-contact sport guarantees at least one hour of track time per event, which does not require drivers to obtain a race license thanks to the 'time trial' setup meaning competitors race against the clock rather than each other.

"Having looked at the possibility of introducing categories for older cars during the 2014 season, we are now delighted to be launching a complete championship for vehicle models introduced before 1990,

especially as we are celebrating the tenth anniversary of Time Attack in 2015," managing director Andy Barnes tells us.

It would be great to see some classic Japanese metal taking to the stage this year. If you think your car may qualify for this exciting, affordable new event, get in touch with Championship Coordinator Simon Slade for more information: simon@timeattack.co.uk

Website: www.timeattack.co.uk

WEC ORGANISERS REWRITE THE RULEBOOK

Japanese car fans are in for a treat with 2015's season of the WEC, as reigning champion Toyota faces fierce rivalry in the form of Nissan's exciting entry to the endurance series.

Before this year's championship gets underway, however, comes news of some regulation changes aimed to keep racing as close and exciting as possible. First up, qualifying will follow a new format. Instead

of taking an average from the best two laps of each driver, it's now the average of each driver's individual fastest lap which make the cut. Also, session time has been reduced from 25 minutes down to 20.

But the change that's caused the most controversy concerns the weight of the drivers. Because the cars cover a considerable distance per race, every gram of weight can cause big changes in the

result. The organisers appear to have clocked on to this, announcing that each team must now declare the average weight between each driver before the race. If this average is over 80kg, nothing changes. But if it's under, ballast will be added to each car to the sum of 80kg minus the driver's weight.

Some interesting changes which are sure to make for more gripping viewing this year.

Website: www.fiawec.com



BANZAI DOES F1

With the dust settling over the announcement of Jenson Button and Fernando Alonso providing the driving force behind the 2015 Honda-McLaren F1 team, along with the relaxing of the in-season developing rules which could have seen the team potentially being alienated before it had even got its feet on the ground, it's now looking like a better time than ever to begin following Formula 1 if you haven't already.

Over the coming months, *Banzai* will be bringing you all the insider info you'll need as the team that drove the legendary Ayrton Senna to victory on countless occasions once again returns to the sport.

Alonso commented on his exciting transition: "I have never hidden my deep admiration for Ayrton Senna, my favourite driver... I am joining this project with enormous enthusiasm and determination."

Website: www.formula1.com

MOTORSPORT

2015 MOTORSPORT CALENDAR

MARCH

6-8	WTCC Argentina
13-15	Formula 1 Australia
22	Jap Drag Series Santa Pod
27-29	Formula 1 Malaysia
28-29	Civic Cup Donington

APRIL

2-4	ERC United Kingdom
4-5	VTEC Challenge Silverstone
4-5	BTCC Brands Hatch Indy
10-11	Formula Drift Long Beach
10-12	Formula 1 China
17-19	Formula 1 Bahrain
17-19	WTCC Morocco
18-19	D1 Odaiba
25	Classic Time Attack Cadwell Park
25	Time Attack Cadwell Park
25-26	Civic Cup Brands Hatch Indy
25-26	Jap Drag Series Santa Pod

MAY

1-3	WTCC Hungary
1-3	Formula 1 Korea
8-9	Formula Drift Road Atlanta
8-10	Formula 1 Spain
14-17	Nürburgring 24hrs Nürburgring
15-16	WTCC Germany
16-17	VTEC Challenge Rockingham
16-17	D1 Suzuka
22-24	Formula 1 Monaco
23-24	Civic Cup Croft
31	Classic Time Attack Snetterton
31	Time Attack Snetterton

JUNE

4-6	ERC Portugal
5-6	Formula Drift Orlando
5-7	WTCC Russia
5-7	Formula 1 Canada
13-14	BDC Knockhill
19-21	WTCC Slovakia
19-21	Formula 1 Austria
20-21	Super GT Thailand
21	Classic Time Attack Brands Hatch
21	Time Attack Brands Hatch
25-27	ERC Belgium
26-27	Formula Drift Wall Speedway
26-28	WTCC France
27-28	VTEC Challenge Snetterton
27-28	D1 Tsukuba

JULY

3-5	Formula 1 Great Britain
5	Jap Drag Series Santa Pod

10-12	WTCC Portugal
11	Classic Time Attack Oulton Park
11	Time Attack Oulton Park
11-12	BDC Teesside
17-19	ERC Estonia
17-19	Formula 1 Germany
18-19	Civic Cup Anglesey
18-19	VTEC Challenge Castle Combe
24-26	Formula 1 Hungary

AUGUST

1-2	Jap Drag Series Santa Pod
1-2	D1 Ebisu
16	BDC Rockingham
21-23	Formula 1 Belgium
22	Classic Time Attack Croft
22	Time Attack Croft
22-23	VTEC Challenge Brands Hatch
22-23	Civic Cup Silverstone
28-30	ERC Czech Republic
29-30	Super GT Suzuka

SEPTEMBER

4-6	Formula 1 Italy
5-6	D1 Maishima
6	BDC Silverstone
11-13	WTCC Japan
12-13	Civic Cup Snetterton 300
18-20	Formula 1 Singapore
19	Classic Time Attack Rockingham
19	Time Attack Rockingham
19-20	BDC Anglesey
19-20	Super GT Sugo
25-27	WTCC China
25-27	Formula 1 Japan
25-27	ERC Cyprus
26	VTEC Challenge Mallory Park

OCTOBER

3-4	Civic Cup Donington
9-11	ERC Greece
9-11	Formula 1 Russia
11	Jap Drag Series Santa Pod
17-18	VTEC Challenge Donington
23-25	Formula 1 USA
24-25	D1 Odaiba
30-1Nov	WTCC Thailand
30-1Nov	Formula 1 Mexico
31-1Nov	Super GT Autopolis

NOVEMBER

5-7	ERC France
13-15	Formula 1 Brazil
20-22	WTCC Qatar
27-29	Formula 1 Abu Dhabi



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STREET LIFE



KEV GELSINAN SUBARU WRX STI

Kev's fiery STI 330S acts as a demo vehicle to show what his company APM Customs is capable of. Starting with a set of Rota Grid alloys, the team got to work doing what they do best by powdercoating the rims in a unique candy-blue-over-chrome colour scheme, before adding some DGR fast road coilovers into the mix.

The brake calipers were also given the powdercoating treatment and then mated to some more substantial discs and pads.

Next, a full HT Autos wide-body kit was customised to fit, followed by a 3M wrap in a crazy printed design which Kev's company is famous for.

With plenty more exciting modifications promised in the future, we'll make sure we keep you updated on this already tasty Impreza.



ROB HOLLAND HONDA CIVIC TYPE R

On the surface, Rob's EP3 seems to be enhanced with all of the popular modifications that make these hot hatches a hoot to drive. Look under the bonnet, for instance, and you'll find a carbon fibre air intake and Mugen air box staring up at you. A StopTech big brake kit also serves up all the stopping power Rob could ever need in his Cosmic grey Civic.

But where this particular car gets really interesting is in the suspension department, where you'll find an Air Force air-ride setup propping the car up. It's sure to split opinions in the Honda community, but there's no denying that the car is now sitting with a pretty mean stance on those Rota Grids!



Street Life is the place for *Banzai* readers to show off their cars! Want yours included? Get in touch at: banzai@unity-media.com

BANZAI

FRAZER BICKERSTAFF TOYOTA JZX100

Who would guess that so many performance upgrades had been carried out to this unassuming-looking 1JZ-GTE-powered saloon? Frazer's Chaser may look subtle to the untrained eye, but his spec list tells a different story. The turbocharged straight-six motor has been treated to an endless amount of goodies; from a HKS GT3037 snail with a Garrett turbine to a Nismo two-way LSD, no part of the drivetrain has been left untouched. A combination of Cusco and Tanabe coilovers headline the chassis upgrades, followed up with some Cusco arms and anti-roll bars to ensure that this beast of a car is fully capable when driven hard. The result is a seriously capable weapon which packs much more bite than you might expect. You have been warned!



STEVE WRIGHT HONDA CIVIC

If there was one word to describe Steve's Tahitian green EG hatch, it would most certainly be 'clean'. And we're not the only ones who think so, by the sounds of it, as the car managed to bag the 'Best JDM' award at last year's Kleers show at Brands Hatch.

Starting with a standard 1.5 auto base two years ago, Steve has gradually upgraded the car with luxurious goodies in the form of Spoon mirrors, a top-spec N1 exhaust and most importantly, a generous helping of spit and polish to ensure the deep metallic paint always looks its best. Keep up the good work!



MARTIN STEVENS HONDA INTEGRA TYPE R

Where do we start with Martin's super-aggressive DC5? He seems to have chosen the perfect selection of modifications needed in order to sharpen up the standard car's stunning looks and pokey performance.

Mean aero bits including carbon fibre canards and a C-West bumper give off all the right signals, while under the carbon bonnet we find a Megan Racing exhaust manifold mated to a full 5Zigen exhaust system supplying the JDM motor with a little more growl.

A raft of chassis upgrades such as K-Sport coilovers and Ultra Racing strut bars ensure Martin's stunning Championship white coupé now flies along his native Maltese roads.



AARON LAWRENCE TOYOTA MR2

When Aaron sent in pictures of his yellow Mister Two, it's fair to say it made most of us at *Banzai* Towers pretty excited. The combination of cool car, cool period mods and cool colour have resulted in something that is dripping with retro goodness.

Bought last summer on a whim thanks to its rare colour, Aaron soon got to work treating his coupé to some deliciously period enhancements, such as those oh-so-sexy colour-coded Advan split-rims and some Evo III Recaro seats.

What's more, apparently the solid turbo engine has never missed a beat during Aaron's ownership. The want level is strong with this one!



STREET LIFE



Helen Bowler Photography

SIMON NICHOLLS MAZDA MX-5

The eagle-eyed amongst you may recognise this tidy little MX-5 from our coverage of the MazdaBeat event last summer at The Performance Company's headquarters. For those that didn't, here is a brief history of what Simon's done to his tasty Crystal blue roadster so far...

Dropped on MeisterR coilovers with a gleaming set of Japan Racing JR10 alloys propping up each corner, Simon's opted for an OEM+ look with the body styling thanks to some Mazda side skirts imported from Japan, along with a colour-coded hardtop with rear spoiler. Keeping it simple has resulted in a very special looking car, which is set to get even more eye-catching as the year progresses thanks some big modification plans!

ARONVICKERSPHOTOGRAPHY
WWW.ARONVICKERSPHOTOGRAPHY.CO.UK

Photos: Gregory Berry

THOMAS JACOBS HONDA CIVIC TYPE R

Previously a Nighthawk black EP2 owner, Thomas soon experienced the charms this generation of Civic could offer first-hand. But with a distinct lack of power, he was soon scouring the country for a decent EP3 Type R-version of the hatch to fulfil his petrolhead needs. Finally, this tidy Milano red example made its way into Thomas' life, where he was quick to add some personal touches to make it his own. "The first job was to get rid of the awful unbranded coilovers!" he tells us, eventually opting for some capable MeisterR Zeta-R units to help keep the car on the road.

After taking his pride and joy to several shows, he was inspired to try something different – a Kanjo style which he reckons isn't a common sight on this shape of Civic. A custom cat-back exhaust from Infinity Exhausts, along with some Lenso Spec C wheels and a raft of race-inspired interior mods has created the car you see before you. But the project is far from over, with some comprehensive engine enhancements next on the long to-do list...



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CLUB SCENE



SHOW PREVIEW: MIMMS TRACK DAY – 5 APRIL, 2015

Photos: **Daniel Silvester** and **Rockingham Motor Speedway**

Great news Honda fans, the guys behind the ever-popular Mimms Honda Day have been busy whipping up a brand-new event for the 2015 season which promises to add even more excitement to any Honda enthusiast's diary: Mimms Track Day.

If you were at the last Mimms event held at Bluewater's Glow event space back in October 2014 and you'll recall that the vast majority of stunning cars on show had embraced a practical, track-focused styling theme. Thick tyre walls, roll-cages and lightweight racing wheels were very much the flavour of the show, and this didn't go unnoticed by the organisers.

As a result they've organised this all-new springtime event held at Rockingham Motor Speedway in Northamptonshire, where the option of track time will be added to the popular static show setup for those wishing to give their VTEC-powered pocket rockets a bit of a thrashing out on track.

The 1.7-mile 'National' layout of the circuit will be open all day. It's one of the fastest tracks in Europe, with plenty of run-off allowing drivers of all abilities to quickly become accustomed to the course. Also present will be a 0-60mph sprint track and even a dyno, meaning that this event should be about much more than a bunch of attractive cars sitting around looking pretty.

Half-hour track sessions will run throughout the day at a cost of just £30 per session, or for the more enthusiastic drivers, a three-hour open pit lane session will set you back a reasonable £99.

General show tickets are available now for £13.50. See the website for more details. We'll see you on the track!

CONTACT: www.mimmsmondaday.com





CLUB SCENE



THIS MEANS WAR!

Photos: **SMC: Charlie Maslin**

This year will see the launch of Roadwars – a drag racing tournament held at some of the UK's most exciting venues. Mark Nightingale from Straightliners Events elaborates...

What's on the cards for 2015, then? Time to get fit or buy some new car parts, perhaps? New coilovers or a bigger turbo maybe? Whatever life throws at you, there'll be a new challenge for you to tackle: Roadwars, organised by Straightliners Events – which has been running high-speed motorsport weekends for the best part of 50 years. They are the guys behind Ten Of The Best and Scooby Shoot-Out amongst many other successful events, cutting away the red tape and allowing us tuner-heads a safe environment to go push those pistons to the limit.

As we all know, the UK has a thriving Japanese car scene. And one of the fastest-growing clubs in it has to be Jap2Jap, based in Lancashire and started by car-lover Richard Brockley and his wife Suzanne. Before long they had a Facebook page with over 30,000 members and regular popular meets at Botany Bay. This in turn caught the attention of none other than Mr Straightliners himself and ex-British drag racing champion, Trevor Duckworth, and a couple of meetings and a few cups of tea later, the Jap2Jap Roadwars 2015 championship was born!

So what exactly is it? Roadwars will be run over five rounds (see the events diary for full details). The series will be a drag racing-style event running brackets of 15.3, 14.3, 13.3, 12.3, 11.3, 10.3 and Top Car. This works very simply: you run your car over the quarter-mile and try to stay within the bracket you're entered into. If you do you are entered into the next bracket. Easy? We think not!

These events are for all road-going vehicles and trophies are given for each category and overall winners for the year. Not only that but a fantastic show 'n' shine competition will be held at all rounds of Jap2Jap Roadwars, sponsored by Ireland's leading detailing company .50 Cal, who will provide lots of free products for Best of Show, Best Engine Bay and Best Interior. So, if you're one for rolling on those expensive rims and low profile tyres then head to any of the Roadwars events, park up in the designated show arena and look pretty.

The event has already attracted the attention of some well-known names in the industry. AWD Motorsport's Grant Swan is already on the case and will be taking the stunning bright orange Impreza of his to compete for Top Car.

The Jap2Jap Roadwars championship is going to be a great way to take any road-going car and put it through its paces. You don't need a full-blown tuner car to enter and everyone has a great chance to experience the thrills of rolling onto a drag strip, staging the lights and then dropping the throttle and holding on for dear life while years of engine evolution unleash every single horse your motor has to get you to that quarter-mile point. Feel like entering? Visit our website to pay for your entry, turn up, drive it, rag it and brag it.

CONTACT: www.straightliners-events.co.uk



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Santa Pod, Northants
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23 MARCH
MARCH MAZDA SPECIAL MEET
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29 MARCH
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Nürburgring
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5 APRIL
MIMMS TRACK DAY
Rockingham Motor Speedway
www.mimmsmondaday.com

12 APRIL
ROADWARS
East Kirby
www.straightliners-events.co.uk

22 APRIL
HONDA VTEC SPECIAL MEET
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25 APRIL
INCARNATION
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25 APRIL
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3 MAY
S2000 OC MEET
Ace Café, London
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3-4 MAY
ROADWARS
York Raceway
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16 MAY
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www.japfest.com

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www.ace-cafe-london.com

17 MAY
HONDAFEST
Trafficport Venlo, Netherlands
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26-28 JUNE
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11 JULY
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22-23 JULY
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Nürburgring
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23 JULY
MITSUBISHI EVO MEET
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25 JULY
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31 JULY-2 AUGUST
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1 AUGUST
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2 AUGUST
SIMPLY JAPANESE
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ROADWARS
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16 AUGUST
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6 SEPTEMBER
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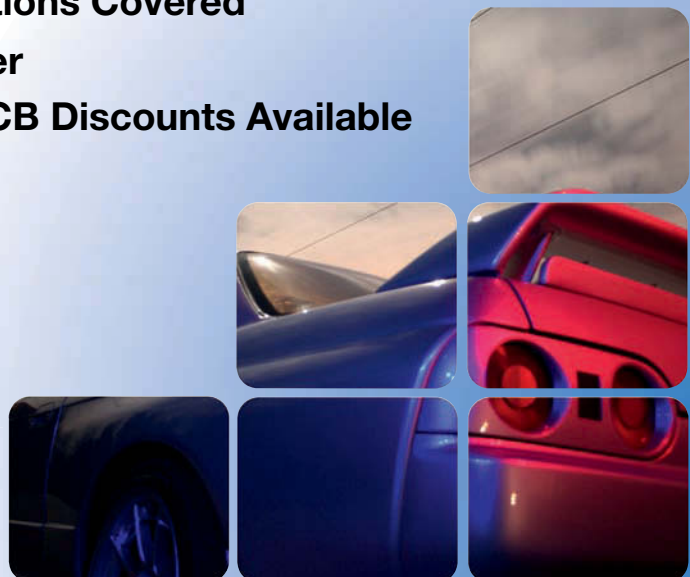
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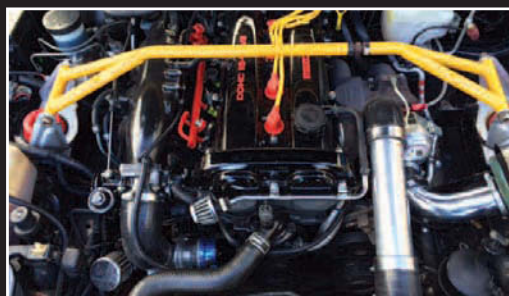
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